

# CHINA

THE



# MAIL.

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HONGKONG, SATURDAY, OCTOBER 11, 1879.

日六十月八年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET & Co., 30, Cornhill. GORDON & GORDON, Ludgate Circus, E. C. BATES, HENRY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 150 & 152, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROSNY, 19, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HEINSEN & Co., Manila.

CHINA:—MACAO, Messrs A. A. DE MELO & Co. SWATOW, CAMPBELL & Co. AMOY, WILSON, NICHOLLS & Co. FOOCHOW, HEDDERLEY & Co. SHANGHAI, LANE, CRAWFORD & Co., and KELLY & WATSON, Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, 5,000,000 Dollars. Reserve Fund, 1,400,000 Dollars.

COURT OF DIRECTORS.  
Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. K. KIEWITZ.  
F. R. BELLIOS, Esq. WILHELM REINERS, Esq.  
H. L. DALRYMPLE, Esq. F. D. SASSOON, Esq.  
H. HOFFMANN, Esq. W. S. YOUNG, Esq.  
A. L. OLIVER, Esq.

CHIEF MANAGER.  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai, EWE CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East,  
Hongkong, August 16, 1879.

NOTICE.  
ORIENTAL BANK CORPORATION.  
THE AGENCY of this BANK at FOOCHOW will be CLOSED and WITHDRAWN from 1st July next.  
CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.  
GEO. O. SCOTT, p. Manager.  
Oriental Bank Corporation,  
Hongkong, May 26, 1879.

COMPTOIR D'ESCOMPTE DE PARIS.  
(Incorporated 7th & 18th March, 1848.)  
RECOGNISED by the INTERNATIONAL CONVENTION OF 30th APRIL, 1862.  
CAPITAL FULLY PAID-UP, £3,200,000.  
RESERVE FUND, £800,000.  
HEAD OFFICE—14, Rue Bergère, PARIS.  
AGENCIES AND BRANCHES at:  
LONDON, BOURBON, SAN FRANCISCO, MARSEILLES, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS:  
THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.  
The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.  
E. G. VOUILLEMONT, Manager, Shanghai.  
Hongkong, May 20, 1879.

## Banks.

### ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)  
PAID-UP CAPITAL, £1,500,000.

RATES OF INTEREST ALLOWED ON DEPOSITS.  
At 3 months' notice 3½ per Annum.  
" 6 " " 4 " "  
" 12 " " 5 " "  
Current Accounts kept on Terms which may be learnt on application.  
GEO. O. SCOTT, Acting Manager.  
Oriental Bank Corporation,  
Hongkong, September 4, 1879.

### CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on Fixed Deposits:—  
For 12 months, 5 per cent. per annum.  
" 6 " 4 per cent. " "  
" 3 " 2 per cent. " "  
H. H. NELSON, Manager.  
Hongkong, May 31, 1879.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.  
RESERVE FUND, £150,000.

BANKERS.  
THE BANK OF ENGLAND.  
THE CITY BANK.  
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.  
ON CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.  
ON FIXED DEPOSITS.  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Auctions.

### PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong.  
Hongkong, March 5, 1879.

## Intimations.

### HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

ON and after MONDAY Next, the 13th Instant, the NIGHT-BOAT will leave Hongkong at 5.30 p.m., and Canton at 5 p.m.  
By Order,  
P. A. DA COSTA, Secretary.  
Hongkong, October 10, 1879.

### F. VINCENT.

WINE, SPIRIT, AND PROVISION MERCHANT, AND STOREKEEPER, Hongkong.  
BEGS to inform his Patrons and the Public generally that he has received a Large Assortment of FRENCH WINES, LIQUORS, SPIRITS, and STORES of the BEST QUALITY (French Produce).  
N.B.—F. V. is ready to supply at any of the Coast Ports, as well as in Hongkong, any quantity that may be required to suit Purchasers.  
F. VINCENT, No. 4, Peel Street.  
Hongkong, October 10, 1879.

## For Sale.

### FOR SALE, EX RECENT ARRIVALS.

DEVOE'S NONPAREIL KEROSENE OIL. (Certified 150° Fire Test).  
The New STUDENTS' READING LAMPS for Nonpareil Kerosene, (are perfectly Safe and give a Light equal to, but more mellow than Gas).  
AMERICAN FLOOR OIL-CLOTH in New Patterns.  
LIGNUM, the New Floor-Cloth for Halls and surrounding Billiard Tables.  
Royal IRISH CONSTABULARY REVOLVERS.  
COLT'S POCKET DERRINGER PISTOLS.  
AMERICAN DINING-ROOM CHAIRS.  
PERAMBULATORS. RIDING and DRIVING WHIPS.  
BRIDLES. GARDENING TOOLS.  
HORSE CLIPPERS. CUMSHAW TEA.  
TODDY KETTLES. RUG STRAPS.  
LAWN TENNIS SETS. PAINT BOXES.  
PENKNIVES. RAZORS. SCISSORS.  
SPONGES. PLAYING CARDS. PERFUMERY.  
CHUBB'S CASH BOXES. New MEERSCHAUMS.  
Well-Seasoned MANILA CIGARS and CHEROOTS.  
UNDERSHIRTS and ASSORTED HOSIERY.  
VEGETABLE, FLOWER and LAWN GRASS SEEDS.  
New SCARFS, TIES, BRACES, &c.  
WALKING STICKS and UMBRELLAS.  
GOLDEN GATE BAKERS' EXTRA FLOUR.  
Fresh HAMS and CHEESE. New HATS.  
CONC. DOOR MATS.  
LANE, CRAWFORD & Co.  
Hongkong, October 1, 1879.

### ROSE AND COMPANY, 31 & 33, QUEEN'S ROAD.

HAVE Received per FRENCH and ENGLISH MAILS, GLENEARN, &c., &c., Their New GOODS for the Season, comprising:—  
BLACK SILKS. COLORED SILKS.  
BLACK SATINS. COLORED SATINS.  
BLACK CASHMERE. BLACK ALPAHAS.  
Colored FRENCH MERINOS in all the New Shades.  
The New ATT'LEA CLOTH, &c., &c.  
The New ORETTONNES. Toilet COVERS.  
Toilet QUILTS, Turkish TOWELS, &c., &c.  
The New "BRILLIANT" LADIES' HOSE in PINKS, SKYS, NAVYS, and CARDINALS and in all Sizes.  
CHILDREN'S SOCKS in great variety.  
PARIS KID GLOVES in 2, 4 and 6 Buttons.  
Black and Colored SILK GLOVES in 2 and 4 Buttons.  
Piece VELVETS, in Black and all new Colors.  
New Millinery SILKS, LACES, RIBBONS, FEATHERS, &c., &c.  
The Latest Novelties in LISSE and MUSLIN PLATTINGS.  
Gentlemen's New Designs in COLLARS and CUFFS.  
SHIRTS with and without Collars attached.  
UNDER-VESTS and PANTS.  
All the new Styles in TIES, SCARVES, &c., &c.  
Gentlemen's Russian Calf and Kid GLOVES.  
SILK SOCKS. Cotton, Merino and Cashmere SOCKS in the Latest Designs.  
SOAPS and PERFUMERY.  
Black FELT HATS.  
Ladies' and Gentlemen's UMBRELLAS, in all the Latest Novelties.  
Children's BOOTS and SHOES, in Great Variety.  
The New FRINGES as now worn.  
BRAIDS and TRIMMINGS of every Description.  
MILLINERY and DRESS-MAKING.

### NOTE the ADDRESS—ROSE AND COMPANY, 31 & 33, QUEEN'S ROAD.

(Formerly next Door to the HONGKONG HOTEL).  
Hongkong, October 4, 1879.

## Intimations.

CONSULAT DE FRANCE.  
Le Gouvernement de la Cochinchine mettra en adjudication le 3 Novembre prochain un SERVICE MENSUEL et DIRECT PAR BATEAU à VAPEUR entre Saigon, le Tonquin, et Pulo-Condor. Le cahier des charges peut être consulté à la Chancellerie du Consulat de France.  
Hongkong, le 9 Octobre, 1879.  
Le Chancelier p.i., J. LE GLAY.

## Intimations.

FRENCH CONSULATE.  
THE Government of Cochinchina invite TENDERS for a DIRECT MONTHLY SERVICE by STEAMER between Saigon, Tonquin, and Pulo-Condor; Tenders to be opened on the 3rd November next.  
Full Particulars may be seen at the French Consulate.  
J. LE GLAY, Acting Chancelier.  
Hongkong, October 9, 1879.

## NOTICE.

Mons. E. BERNARD, from SHANGHAI, from which Port he has numerous Certificates, begs to announce to the Public of Hongkong that he is prepared to attend EVENING PARTIES, ENTERTAINMENTS, &c., with a FULL BAND of EIGHT INSTRUMENTALISTS.  
Half the Band may also be hired as a String Band.  
Terms, which are moderate, will be given on application.  
E. BERNARD, No. 4, Peel Street.  
Hongkong, October 7, 1879.

## COSMOPOLITAN DOCKS.

W. B. SPBATT & Co. have lately added an Extensive MACHINE SHOP and other APPLIANCES to the former Advantages of these Docks.  
The Dimensions of the Dock are:—400 Feet, on the Blocks; 92 Feet Wide; Ordinary Tides, 21 Ft.; Spring Tides, 24 Ft.  
Office, 20, PRATA CENTRAL, HONGKONG.  
Hongkong, October 4, 1879.

## Shipping.

### Steamers.

SHIRE LINE OF STEAMERS.  
FOR YOKOHAMA AND HIOGO.  
The Steamship "RADNORSHIRE," expected here on or about the 10th Instant, will have immediate despatch for the above Ports.  
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, October 4, 1879.

### CASTLE LINE OF STEAMERS.

FOR SHANGHAI.  
The Steamship "BRAEMAR CASTLE," Thomson, Commander, expected here on or about the 11th Instant, will have immediate despatch for the above Port.  
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.  
Hongkong, October 4, 1879.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship "AJAX," Captain R. F. SCALE, will be despatched on or about the 13th Proximo.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, September 20, 1879.

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo and Passengers at through rates for HANKOW and Ports on the YANGTZE.)  
The Company's Steamship "AGAMEMNON," Captain T. WILDING, will be despatched on or about the 15th Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, October 9, 1879.

### FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "MORAY," Captain BUTCHER, Comm., will be despatched for the above Ports on THURSDAY, the 10th Inst., at 3 p.m.  
For Freight or Passage, apply to JARDINE, MATHESON & Co.  
Hongkong, October 8, 1879.

### FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARRATON APOAR," Captain A. B. MAGNUSSEN, will be despatched for the above Ports on THURSDAY, the 16th Inst., at 8 p.m.  
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, October 8, 1879.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship "DEU-LION," Capt. R. J. BROWN, will be despatched on or about the 23rd Instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, October 1, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Company's Steamship "VOIGA," Commandant GUIBAND, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.  
G. DE CHAMPEAUX, Agent.  
Hongkong, October 7, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOT POSTE FRANCAIS.  
The Company's Steamship "AVA," Commandant ROLLAND, will be despatched for SHANGHAI shortly after her arrival from Europe.  
G. DE CHAMPEAUX, Agent.  
Hongkong, October 7, 1879.

## Shipping.

### Steamers.

FOR SHANGHAI.  
The Steamship "HAKON ADELSTEN," Captain BERON, will have immediate despatch as above.  
For Freight or Passage, apply to SIEMSEN & Co., Agents.  
Hongkong, October 8, 1879.

### Sailing Vessels.

FOR NEW YORK.  
The A 1 British Bark "GLAMORGANSHIRE," ANGEAR, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, September 25, 1879.

### FOR HAMBURG.

The A 1 German Bark "HANS," La MOUIT, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, September 25, 1879.

### FOR SAN FRANCISCO.

The A 1 British Ship "ALEXANDER YEATS," Capt. DUNHAM, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, September 19, 1879.

### FOR NEW YORK.

The A 1 American Bark "EXCELSIOR," Captain EDDY, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, September 19, 1879.

### FOR HAMBURG.

The A 1 German Bark "TRITON," KALLSEN, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, September 3, 1879.

### FOR LONDON.

The A 1 British Bark "TOOWOOMBA," KIRKPATRICK, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, September 3, 1879.

### FOR NEW YORK.

The A 1 American Bark "JAS. A. BORLAND," KENT, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, August 21, 1879.

### FOR NEW YORK.

The A 1 American Bark "ADELAIDE NORRIS," W. A. WOODWARD, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, August 20, 1879.

### FOR SAN FRANCISCO.

The A 1 American Bark "ANTUOCH," A. WEEKS, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, August 20, 1879.

### FOR NEW YORK.

The A 1 American Bark "F. P. LITCHFIELD," Captain SPALDING, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, August 8, 1879.

### FOR LONDON.

The S 3 L.I.I. Russian Bark "KALAJA," J. ROSS, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, July 20, 1879.



## Entertainment.

THEATRE ROYAL,  
CITY HALL.JOHN JACK'S CELEBRATED  
COMPANY.Manager.....Mr JOHN JACK.  
Business Manager.....Mr Geo. NORVILLE.The Beautiful and Wonderfully Versatile  
Actress and Vocalist  
MISS ANNIE FIRMIN,  
the Popular Comedian,  
M<sup>rs</sup> J. H. JACK,  
and the Talented  
JOHN JACK'S DRAMATIC COMPANY  
—HAVE ARRIVED—and during their short stay in Hongkong  
will have the honour of giving  
FIVE PERFORMANCES.  
The Second of which will take place  
as aboveTHIS EVENING,  
11th October, 1879,When will be presented for the Last Time  
BYRON'S WORLD RENOWNED COMEDY,  
in Three Acts, entitled  
"OUR BOYS."THIRD PERFORMANCE,  
MONDAY EVENING,  
13th October, 1879,"EAST LYNNE,"  
MISS ANNIE FIRMIN  
appearing in her World Renowned Dual  
Impersonation of  
LADY ISABEL  
and  
MADAME VINE.FOURTH PERFORMANCE,  
WEDNESDAY,  
15th October, 1879,BUCKSTONE'S POPULAR COMIC DRAMA  
"THE CHILD OF THE  
REGIMENT,"  
comprising the most favourite music from  
"LA FILLE DU REGIMENT."FIFTH PERFORMANCE,  
THURSDAY,  
16th October, 1879,The Great Moral and Sensational Play,  
founded on WILKIE COLLINS' Novel,  
"THE NEW MAGDALEN."

For Full Particulars, see Bills of the Day.

## PRICES OF ADMISSION:

Dress Circle.....\$3.  
Stalls.....\$2.  
Pit.....\$1.Seats in the Dress Circle and Stalls may  
be secured at Messrs KELLY and WALSH'S,  
where a Plan of the Theatre can be seen.Performances commence at Nine o'clock  
punctually.

Hongkong, October 11, 1879.

## For Sale.

## FOR SALE.

A Portable 6-Horse Power VERTICAL  
STEAM ENGINE and BOILER,  
fitted with FRED PUMP and GOVERNORS,  
&c., Complete; in all its parts almost new.A Powerful FIRE ENGINE, by Messrs  
HUNNAN and Co., Boston, with 40 Feet  
Suction and 100 Feet Delivery Hose,  
Brass Discharge Pipe, Nozzles, Wrenches,  
Hose Spans, Fire Buckets and Bell,  
&c., Complete and Ready for use. This  
Engine will throw a 2" or 3" Stream of  
Water about 180 Feet.A Set of WELL-BORING TOOLS, com-  
prising—

- 1 V. Pointed ROCK DRILL.
- 1 Flat Chisel-Shaped ROCK DRILL.
- 1 WORM AUGER, &c.
- 1 SHELL AUGER, &c.
- 9 6-foot Lengths of 1" Square, WELL-  
BORING ROD, with Extra Stout  
MALE and FEMALE SCREWED JOINTS  
in Suit.
- 1 TILLER for Working Rods.

A. MILLAR & Co.,  
Plumbers, &c.,  
Queen's Road East.

Hongkong, October 6, 1879. ocl3

## FOR SALE.

THEOPHILE ROEDERER & Co.'s  
CHAMPAGNE,  
awarded the  
GOLD MEDAL at the PARIS EXHIBITION.DRY VERZENAY MOUSSEUX:  
Quarts.....\$17 per Case of 1 doz.  
Pints.....\$18 " " of 2 doz.  
MEYER & Co., Agents.

Hongkong, August 21, 1879. 21fe80

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,  
in Quarts and Pints.  
GIBB, LIVINGSTON & Co.,  
Hongkong, May 26, 1879.

## WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, are now  
ready at this Office.—Price, \$1 each.  
CHINA MAIL Office.

## NOW READY.

A CHINESE DICTIONARY IN THE  
CANTONESE DIALECT. Part I,  
and II, A to M, with Introduction. Royal  
8vo., pp. 404.—By ERNEST JOHN EITZ,  
Ph.D. Tubingen.Price: FIVE DOLLARS, or TWO DOLLARS  
AND A HALF per Part.To be had from Messrs LANE, CRAWFORD  
& Co., Hongkong and Shanghai; and Messrs  
KELLY & WALSH, Shanghai.

Hongkong, March 1, 1878.

## For Sale.

MacEWEN, FRICKEL & Co.,  
13 QUEEN'S ROAD, AND 22 PRAYA,  
Beg to direct special attention to their well  
selected Stock of  
WINES, SPIRITS, &c.CUTLER PALMER & Co.'s "CARTE  
BLANCHE,"  
HEIDSIECK & Co.'s MONOPOLE,  
Pints and Quarts.DOLPHE COLLIN'S BOUZY  
CABINET.  
MUMM'S (JULES) CHAM-  
PAGNE, Pints and Quarts.POMMERY  
AND  
RENO'S CHAMPAGNE.NEYEN'S (BOZEN) BOUZY, Pts. & Qts.  
EXTRA SEC, Quarts.CHARLES HEIDSIECK'S WHITE SEAL,  
Pints and Quarts.  
VEUVE CLICQUOT PONSARDIN, Pints  
and Quarts.THEOPHILE ROEDERER & Co.'s VER-  
ZENAY MOUSSEUX, Pts. & Qts.  
Krug's CHAMPAGNE, Pints and Quarts.

MacEWEN, FRICKEL &amp; Co.

CUTLER PALMER & Co.'s CHA-  
TEAU MOUTON.LORMONT, Pints  
AND Quarts.

RAUZAN (CHATEAU), Pints and Quarts.

ERMITAGE LUDON.

THIEUF (CHATEAU), Pints & Quarts.  
CHATEAU LAROSE (QUERCY AND  
ADET'S), Pints and Quarts.CHATEAU LAFITE, Pints & Quarts.  
JES GRIVES, Pints and Quarts.  
BREAKFAST CLARET, Pts. & Qts.  
OLD INVALID CLARET.  
ST. JULIEN, &c., &c.  
BREAKFAST CLARET.

MacEWEN, FRICKEL &amp; Co.

BURGANDY, HOCK, SHERRIES,  
&c.Cham-  
bertin, Chablis  
(White), Liebfraumilch,  
Hockheimer, Niersteiner,  
Steinberger Cabinet, Rudesheimer,  
Berg, Konin, Victoria, Berg, Cha-  
teau Yquem, Grand vin, Haut Sauterne,  
Marsala, Saccorini's Pale Dry White  
Seal Sherry, Yellow Seal Amou-  
tilado Sherry, Cutler Palmer  
and Co.'s Sherry, In-  
valid Port (1843),  
Hunt's Port.

MacEWEN, FRICKEL &amp; Co.

BRANDY, WHISKY, LIQUEURS,  
&c.1, 2  
and 3 star  
HENNESSY'S  
BRANDY, LA  
GRANDE MARQUE  
BRANDY, CUTLER  
PALMER & Co.'s BRANDY,  
BOUYER GUILLER & Co.'s  
BRANDY, 1 to 4 stars, Finest  
Old Bourbon WHISKY, highly  
recommended, KINAHAN'S LL Irish  
WHISKY, JAMESON'S Irish WHISKY,  
Royal GLENDEE WHISKY, AVE GIN,  
SWAIN'S BLOOD and Co.'s OLD TOM  
GIN, LA GRANDE CHARITREUSE,  
Green and Yellow; MARAS-  
CHINO DE ZARA, CURA-  
CAO, Pints and Quarts;  
ANGOSTURA,  
BOKER'S  
ORANGE  
BITTERS,  
&c., &c.,  
&c.

MacEWEN, FRICKEL &amp; Co.

BASS' ALE bottled by CAMERON &  
SAUNDERS, Pints and Quarts.  
GUINNESS'S STOUT bottled by E.  
& J. BURKE, Pints and Quarts.PILSNER & ST. PAULI BEER in  
Quarts.DRAUGHT ALE and PORTER, by  
the Gallon.Fine ALE bottled by MacE. F. & Co.  
ALE and PORTER in Bulk, (Hops &  
KILDERKINS).

MacEWEN, FRICKEL &amp; Co.

AERATED WATERS.

SODA WATER,  
LEMONADE,  
TONIC WATER,  
SARSAPARILLA,  
&c., &c., &c.The  
Finest Stock  
of CIGARS, GAVITE  
CHEROOTS, PRINCESA  
CHEROOTS, VEGUROS, &c., &c.  
All Specially Selected. CABLE COIL  
TOBACCO (Very Fine) EM-  
PRESS OF INDIA,  
AND BEST  
NAVY.

MacEWEN, FRICKEL &amp; Co.

OROSSE & BLACKWELL'S,  
MOIR'S, and  
AMERICAN HOUSEHOLD STORES.SHIPS' STORES of every Description—  
HEMP, and COTTON, CANYAS,  
RUSSIAN, MANILA, and WIRE ROPE.SAIL-MAKING, and RIGGING promptly  
executed.

MacEWEN, FRICKEL &amp; Co.

Hongkong, September 20, 1879.

## BILLS.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
Also,  
PONDICHERRY, MADRAS, CALCUTTA  
AND ALL INDIAN PORTS.ON SATURDAY, the 18th October,  
1879, at Noon, the Company's S. S.  
TIGRE, Commandant CHAMPENOIS, with  
MAILS, PASSENGERS, SPECIE, and  
CARGO, will leave this Port for the above  
places.Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.Shipping Orders will be granted until  
Noon.Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m. on  
the 17th October, 1879. (Parcels are not  
to be sent on board; they must be left  
at the Agency's Office.)Contents and value of Packages are re-  
quired.For further particulars, apply at the  
Company's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, October 1, 1879. ocl3

MITSU BISHI MAIL STEAMSHIP  
COMPANY.

STEAM TO YOKOHAMA VIA KOBE.

THE S. S. NIGATA MARU, Captain  
WALKER, due here on or about the  
13th Instant, will be despatched as above  
on SATURDAY, the 18th October, at 4  
p.m.Cargo received on board, and Parcels at  
the Office up to Noon of day of sailing.  
No Bill of Lading signed under \$2  
Freight.All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

RATES OF PASSAGE.

To KOBE.....Cabin \$60, Steerage \$15.  
" YOKOHAMA & " Do. \$75. Do. \$20.  
A REDUCTION is made on RETURN CABIN  
PASSAGES.Cargo and PASSENGERS for Nagasaki  
will be transhipped to the Shanghai Mail  
Steamer at Kobe.For further Particulars, apply at the  
Company's OFFICES, No. 6, QUEEN'S ROAD  
CENTRAL.

Hongkong, October 7, 1879. ocl8

Occidental & Oriental Steam-  
ship Company.TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL  
and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.THE S. S. GAELIC will be despatched  
for San Francisco via Yokohama,  
on WEDNESDAY, October 22nd, 1879, at  
3 p.m., taking Cargo and Passengers to  
Japan, the United States, Mexico, Central  
and South America, and Europe.Connection is made at Yokohama, with  
Steamers from Shanghai.Freight will be received on Board until  
4 p.m. of the 21st October. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.A REDUCTION is made on RETURN PAS-  
SAGE TICKETS.Consular Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Offices addressed to the Collector of Customs,  
San Francisco.For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.H. M. BLANCHARD,  
Acting Agent.

Hongkong, September 27, 1879. ocl22

## To Let.

## TO LET.

A Large and very Commodious OFFICE,  
FIRST FLOOR, connected with  
PRIVATE ROOMS.Apply to  
SANDER & Co.,  
Queen's Road Central.

Hongkong, October 6, 1879. nol

## STORAGE.

GOODS RECEIVED ON STORAGE in  
GODOWNS in PEDDAR'S WHARF  
Buildings, at Moderate Terms.Apply to  
G. R. LAMMERT.

Hongkong, August 9, 1879.

## TO LET.

ON MARINE LOT No. 65, FIRST-CLASS  
GRANITE GODOWNS.Apply to MEYER & Co.  
Hongkong, July 25, 1879."ROSE VILLAS"—FURNISHED OR  
UNFURNISHED,  
BONHAM ROAD,  
WITH Large TENNIS LAWN.  
Apply to  
SHARP & DANBY,  
No. 6, Queen's Road Central,  
late Messrs E. D. Sassoon & Co.  
Hongkong, May 10, 1879.

## NOTICES TO CONSIGNEES.

## NOTICE TO CONSIGNEES.

RUSSIAN STEAMSHIP GRAND DUC  
CONSTANTIN, Captain RANKOFF,  
FROM HAMBURG AND PORTS OF  
CALL.CONSIGNEES of Cargo by the above-  
named Steamer are requested to send  
in their Bills of Lading to the Undersigned  
for countersignature, and to take imme-  
diate delivery of their Goods.Cargo impeding the discharge of the  
Steamer will be landed and stored at Con-  
signees' risk and expense.All Claims must be sent in to the Under-  
signed before THURSDAY, the 9th Instant,  
or they will not be recognized.Optional Cargo will be forwarded unless  
notice to the contrary be given before 2  
p.m. To-day, the 6th Instant.A general average Bond has to be signed  
before delivery can be obtained.SIEMSEN & Co.,  
Agents.

Hongkong, October 6, 1879. ocl3

FROM LONDON, SINGAPORE AND  
PENANG.THE Steamship Lord of the Isles hav-  
ing arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed at their  
risk into the Godowns of the Undersigned,  
whence and/or from the Wharf or Boats  
delivery may be obtained.Cargo remaining undelivered after the  
14th Instant will be subject to rent.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, October 7, 1879. ocl4

FROM HAMBURG, PENANG AND  
SINGAPORE.THE S. S. Habon Adelstein, Capt. BERGH,  
having arrived from the above Ports,  
Consignees of Cargo are hereby informed  
that their Goods are being landed and  
stored at their risk into the Godowns of  
the Undersigned, whence and/or from the  
Wharves or Boats delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 11  
a.m. To-morrow, the 9th Instant.Cargo remaining undelivered after the  
14th Instant will be subject to rent.No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SIEMSEN & Co.,  
Agents.

Hongkong, October 8, 1879. ocl5

## NOTICE TO CONSIGNEES.

BRITISH BARQUE HARRINGTON,  
FROM ANTWERP.CONSIGNEES of Cargo by the above  
Vessel are hereby requested to send  
in their Bills of Lading to the Undersigned  
for countersignature, and to take immediate  
delivery of their Goods.Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.ARNHOLD, KARBBERG & Co.,  
Agents.

Hongkong, October 7, 1879. 11

## Insurances.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Saigon and Penang.Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.NO CHARGE FOR POLICY FEES.  
JAS. B. COUGHTRIE,  
Secretary.

Hongkong, November 1, 1871.

YANGTSE INSURANCE  
ASSOCIATION.CAPITAL (Fully Paid-up).....Tls. 420,000  
PERMANENT RESERVE.....Tls. 250,000  
SPECIAL RESERVE FUND.....Tls. 206,370  
TOTAL CAPITAL AND AC-  
CUMULATION, 25th  
April, 1879.....Tls. 856,370Directors.  
F. B. FORBES, Esq., Chairman.  
M. W. BOYD, Esq. | Wm. MEYERLIN, Esq.  
C. LUCAS, Esq. | S. D. WEBB, Esq.HEAD OFFICE—SHANGHAI.  
Messrs RUSSELL & Co., Secretaries.LONDON BRANCH.  
Messrs BARING BROTHERS & Co.,  
Bankers.FULLARTON HENDERSON, Esq.,  
Agent,  
8, St. Michael's Alley, Cornhill, E.C.POLICIES granted on Marine Risks to all  
parts of the World.Subject to a charge of 12 % for Interest  
on Shareholders' Capital, all the Profits  
of the UNDERWRITING BUSINESS will be  
annually distributed among all Contributors  
of Business in proportion to the Premium  
paid by them.RUSSELL & Co.,  
Agents.

Hongkong, October 1, 1879. 10c80

QUEEN FIRE INSURANCE  
COMPANY.THE Undersigned are prepared to grant  
Policies against Fire to the extent of  
£45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.NORTON & Co.,  
Agents.

Hongkong, January 1, 1874.

## INSURANCES.

SWISS LLOYD  
TRANSPORT INSURANCE COMPANY  
OF WINTERTHUR.INSURANCES granted on MARINE  
RISKS to all parts of the World.  
MEYER & Co., Agents.

Hongkong, June 3, 1879. 8jn80

SCOTTISH IMPERIAL INSURANCE  
COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at  
Current Rates. Considerable Reduc-  
tion in Premium for LIFE Insurance in  
China.

MEYER &amp; Co., Agents.

Hongkong, June 2, 1879. 2jn80

CHINESE INSURANCE COMPANY,  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profit,  
are distributed annually to Contributors  
whether Shareholders or not, in proportion  
to the net amount of Premium contributed  
by each, the remaining third being carried  
to Reserve Fund.J. BRADLEE SMITH,  
Secretary.

Hongkong, December 9, 1878.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.GILMAN & Co.,  
Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.MELOCHERS & Co.,  
Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER  
of  
His Majesty King George The First,  
A. D. 1720.THE Undersigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20 % allowed.

Life Department.

Policies issued for sums not exceeding  
£5,000 at reduced rates.HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.MANCHESTER FIRE ASSURANCE  
COMPANY OF  
MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling  
of which is paid up £ 100,000 "  
Reserve Fund upwards of £ 120,000 "  
Annual Income £ 250,000 "THE Undersigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai,  
and Hankow, and are prepared to grant  
Insurances at current rates.HOLLIDAY, WISE & Co.  
Hongkong, October 15, 1868.LANCASHIRE INSURANCE  
COMPANY.(FIRE AND LIFE.)  
CAPITAL—TWO MILLIONS STERLING.THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.



## Intimations.

**RIMMEL'S CHOICE PERFUMERY.**  
Rihang-Ihlang, Jockey Club, and other perfumes; Toilet Vinegar of world-wide celebrity; Toilet Water, Lavender Water, Florida Water, Eau de Cologne, Lime Juice and Glycerine for the Hair, Glycerine, Honey, Windsor, and other Toilet Soaps, Violet and Rice powder, Aquadentone for the Teeth, Aromatic Ozonizer, a Natural Air Purifier, &c., Sold by all Perfumers and Chemists.

Registered trade mark—An Heraldic Rose.  
96, Strand, 128, Regent Street, and 24, Cornhill, London, 17, Boulevard des Capucines, Paris.

31my79 1w 52i

"HIGHEST AWARD & PRIZE MEDAL PHILADELPHIA EXHIBITION, 1876."

**OAKEY'S**

**WELLINGTON KNIFE POLISH**

PREPARED EXPRESSLY FOR THE PATENT KNIFE-CLEANING MACHINES, INDIA RUBBER and BUFF LEATHER KNIFE BOARDS. KNIVES CONSTANTLY CLEANED WITH IT HAVE A BRILLIANT POLISH EQUAL TO NEW CUTLERY. PRICE 30 CENTS; AND TINS, 60, 12, 20 AND 40 EACH.

**OAKEY'S**

**INDIA RUBBER KNIFE BOARDS**

PERFECT FRICITION IN CLEANING AND INJURY TO THE KNIFE. OAKEY'S WELLINGTON KNIFE POLISH SHOULD BE USED WITH HIS BOARDS.

**OAKEY'S**

**SILVERSMITHS SOAP**

(NON-MERCURIAL). FOR CLEANING AND POLISHING SILVER, ELECTRO-PLATE, PLATE GLASS, &c. TABLETS 60 EACH.

**OAKEY'S**

**WELLINGTON BLACK LEAD**

IN SOLID BLOCKS—10, 20, & 40 LBS. EACH, & 10 BOXES.

**JOHN OAKEY & SONS**

MANUFACTURERS OF  
WELLINGTON KNIFE POLISH  
WELLINGTON KNIFE BOARDS  
WELLINGTON BLACK LEAD  
WELLINGTON SOAP  
WELLINGTON CREAM  
WELLINGTON CREAM  
WELLINGTON CREAM

27MINSTER 27MINSTER ROAD, LONDON, ENGLAND.

17my79 1w 52i 17my80

## NOTICE.

THE Interest and Responsibility of the Underigned in the Chinese Mail, 華字日報 (Wah Tze Yat Po); CEASED from the 1st August, 1877.

CHUN AYIN.

Hongkong, April 6, 1878

## NOTICE.

IN Reference to the above, the Underigned has LEASED the Chinese Mail from the 1st August, 1877, and has engaged the service of Mr. LEONG YOK CHAY, as Translator and General Manager of the newspaper, which under its new régime will be found to be, as hitherto, an excellent medium for advertising, especially as the Manager is able to devote his whole attention to the conduct of the Newspaper.

KONG CHIM,

Lessee of the Hongkong Chinese Mail,

Hongkong, April 6, 1878.



THE GREATEST WONDER OF MODERN TIMES!

**HOLLOWAY'S PILLS**

Long experience has proved these famous remedies to be most effective in curing either the dangerous maladies or the slighter complaints which more or less particularly incident to the life of a miner, or to those living in the bush.

Occasional doses of these Pills will guard the system against those evils which so often beset the human race, viz.—coughs, colds, and all disorders of the liver and stomach—the frequent forerunners of fever, dysentery, diarrhoea, and cholera.

**HOLLOWAY'S OINTMENT**

Is the most effectual remedy for old sores, wounds, ulcers, rheumatism, and all skin diseases; in fact, when used according to the printed directions, it never fails to cure ails, deep and superficial ulcers.

These Medicines may be obtained from all respectable Druggists and Storekeepers throughout the civilized world, with directions for use in almost every language.

They are prepared only by the Proprietor, Thomas Holloway, 533, Oxford Street, London.

\* Beware of counterfeits that may emanate from the United States.

20ap78 1w 52i

## THE CHINESE MAIL.

TEMP OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agents is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

Hongkong, February 28, 1874.

## Intimations.

Dysentery, Cholera, Fever, Ague, Coughs, Colds, &c.

DR. J. COLLIS BROWNE'S

**CHLOROXYNE**

(Ex Army Med. Staff)

IS THE ORIGINAL AND ONLY GENUINE.

CAUTION.—Vice-Chancellor Sir W. P. Wood stated that Dr. Collis Browne was undoubtedly the inventor of Chlorodyne, that the story of the Defendant, Freeman, being the inventor was deliberately untrue; which he regretted had been sworn to, which he regretted had been sworn to, which he regretted had been sworn to.

The public, therefore, are cautioned against using any other than

Dr. J. COLLIS BROWNE'S CHLOROXYNE.

REMEDIAL USES AND ACTION.

This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates the healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effects and wonderful cures, while medical men extol its virtues most extensively.

CHLOROXYNE is admitted by the profession to be the most wonderful and valuable remedy ever discovered.

CHLOROXYNE is the best remedy known for coughs, consumption, bronchitis, asthma, and those too often fatal diseases—diphtheria, fever, croup, ague.

CHLOROXYNE acts like a charm in diarrhoea, and is the only specific in cholera and dysentery.

CHLOROXYNE effectually cuts short all attacks of epilepsy, hysteria, palpitations and spasms.

CHLOROXYNE is the only palliative in neuralgia, rheumatism, gout, cancer, toothache, meningitis, &c.

CHLOROXYNE is the only remedy known for the Right Hon. Earl Russell communicated to the College of Physicians and J.T. Davyport that he had received information to the effect that the only remedy of any service in Cholera was Chlorodyne.—See *Lancet*, Dec. 31, 1864.

From A. Montgomery, Esq., late Inspector of Hospitals, Bombay: "Chlorodyne is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after eighteen months' severe suffering, and when other remedies had failed."

Dr. Lowe, Medical Missionary in India, reports (October 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLOROXYNE was administered, the patient recovered.

Extract from the General Board of Health, London, as to its efficacy in Cholera.

"So strongly are we convinced of the immense value of this remedy, that we cannot too forcibly urge the necessity of adopting it in all cases."

See leading article, *Pharmaceutical Journal*, August 1, 1865, which states that Dr. J. Collis Browne was the inventor of Chlorodyne; that it is always right to use his preparation when Chlorodyne is ordered.

CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government Stamp. Overwhelming medical testimony accompanies each bottle.

Sole Manufacturer: J. T. DAVENPORT,

83, Great Russell Street, Bloomsbury, London.

Sold in bottles at 1s. 1d., 2s. 9d., 4s. 6d., and 11s.

9au79 1w 52i 9fe80

**NEWMAN'S IMPROVED PURE EXTRACT OF MALT**

TRADE MARK.

CLIMATIC DEBILITY.

THE WEAK MADE STRONG.

BY

NEWMAN'S EXTRACT OF MALT.

Prepared from the finest Kentish Malt, being non-fermented and free from Spirit; as certified by Dr. Hassall and other Analytical Chemists.

It is strongly recommended by the faculty, and extensively used in the principal Hospitals, and is particularly valuable in all cases of Constitutional and Climatic Debility, as well as being a most agreeable and efficient substitute for Cod Liver Oil. It is also very strongly recommended to be taken instead of Wine or Beer between meals, as it imparts immediate strength, assists digestion, and produces appetite, and it may be freely taken by total abstainers without any misgivings as to its exciting or intoxicating effects.

DIRECTIONS.—A Wine-glassful twice, or three times a day. The Extract should be kept lying down in a cool place.

Copies of the Original Testimonials from Physicians and the Public can be forwarded upon application to the Manufacturer.

Sold by all Chemists, and by the Manufacturer, O. H. NEWMAN, Dagmar House, East Margate.

Local Agents: Messrs. A. S. Watson & Co., Hongkong.

4ja79 1w 52i

## HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST,

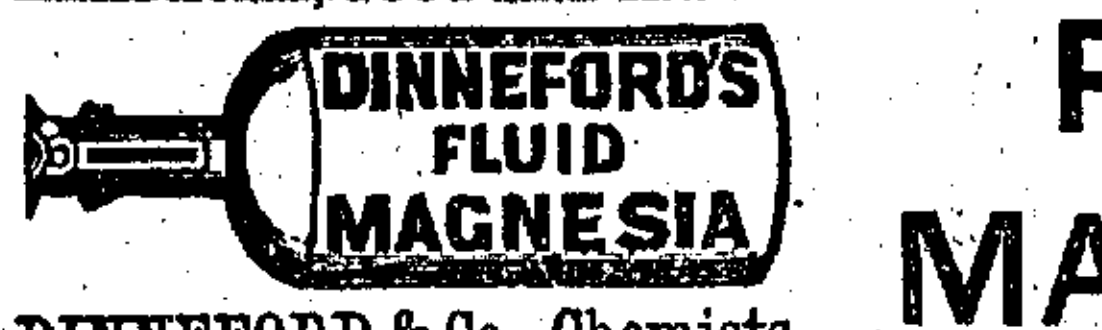
in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

## Intimations.

**DINNEFORD'S** THE SAFEST MILD PLEASANT FOR DELICATE CONSTITUTIONS, LADIES, CHILDREN AND INFANTS, AND FOR REGULAR USE IN WARM CLIMATES.



DINNEFORD & Co., Chemists

London.

N.B. ASK FOR DINNEFORD'S MAGNESIA.

Agents—A. S. WATSON & Co., Hongkong.

5ap79s 1w 52i 5ap80

**FLUID MAGNESIA.**

And of Druggists and Storekeepers throughout the World.

**"INVINCIBLE"**

THE LIGHTEST SIMPLEST, AND MOST

CHEAPEST ECONOMICAL

**CENTRIFUGAL PUMP**

IN THE WORLD.

REQUIRES NO FOOT VALVES.

NEVER GETS STOPPED UP.

REQUIRES NO BENDS.

PIPES CAN BE SWIVELLED TO ANY ANGLE WITHOUT DISTURBING BED-PLATE.

For full Particulars apply to

**JOHN & HENRY GWYNNE,**

ENGINEERS,

89, CANNON STREET & HAMMERSMITH IRON WORKS, LONDON.

Catalogues may be had on application to the Office of this Paper.

283ec78 alt. 1 1f

In consequence of spurious imitations of

**LEA AND PERRINS' SAUCE,**

which are calculated to deceive the Public, Lea and Perrins have adopted A NEW LABEL, bearing their Signature, thus,

*Lea & Perrins*

which is placed on every bottle of WORCESTERSHIRE SAUCE, and without which none is genuine.

Ask for LEA & PERRINS' Sauce, and see Name on Wrapper, Label, Bottle and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Cross and Blackwell, London, &c., &c.; and by Grocers and Oilmen throughout the World.

14de78 1w 52i 14de79

**THE BEST REMEDY FOR INDIGESTION.**

TRADE MARK.

**NORTON'S**

CAMOMILE PILLS are confidently recommended as a simple Remedy for Indigestion, which is the cause of nearly all the diseases to which we are subject, being a medicine so uniformly grateful and beneficial, that it is with justice called the "Natural Strengthener of the Human Stomach."

"Norton's Pills" act as a powerful tonic and gentle aperient; are mild in their operation, safe under any circumstances, and thousands of persons can now bear testimony to the benefits to be derived from their use, as they have been a never-failing Family Friend for upwards of 45 years.

Sold in Bottles at 1s. 1d., 2s. 9d., and 11s. each, by all Medicine Vendors throughout the World.

CAUTION.

Be sure and ask for "NORTON'S PILLS" and do not be persuaded to purchase an imitation.

**J. W. BENSON,**

WATCH AND CLOCK MAKER

TO THE QUEEN AND ROYAL FAMILY,

And by Special Appointments to

THE H. R. H. PRINCE OF WALES, H. I. M. THE EMPEROR OF RUSSIA,

THE MAHARAJAH OF BURDWAN,

AND TO SEVERAL INDIAN PRINCES.

PRIZE MEDALS—LONDON, DUBLIN, & PARIS.

BENSON'S

WATCHES, of every Description, suitable for all climates, from 20 guineas. Chronographs, Chronometers, Keyless Levers, Presentation, Repeaters, Railway Guards', Soldiers', and Workmen's Watches of Extra Strength.

BENSON'S

CLOCKS—for Churches, Turrets, or Public Buildings, Dining or Drawing Room, Library, Carriage, Church, Hall, or Shop. Perpetual Calendars, Wind Dials, &c., signs by the most accomplished Artists in the most precious Metals; decorated with Wedgwood and Brooches, Bracelets, Necklaces, other wares, designed to suit Lockets, Rings, and all kinds of any style of furniture; also as bijouterie as supplied to Members of the Court, and other distinguished Personages.

Merchants, Shippers, and Wholesale Buyers are specially invited, before sending their orders elsewhere, to obtain from the manufacturer the Illustrated Catalogues of Watches, Clocks, Chains, Jewellery, Silver, and Electro-pla, which are sent post free, as not only are the discounts liberal, but a selection can be made from the largest stock in the world.

Orders should be sent direct to the Manufacturer, Ludgate Hill.

BENSON'S PAMPHLETS on TURKET CLOCKS, WATCHES, CLOCKS, PLATE, and JEWELLERY sent Post Free. Watches sent safe by Post to all parts of the World.

Steam Factory and City Show Rooms—

**LUDGATE HILL, LONDON.**

West-End Establishment—

25, OLD BOND STREET.

Established 1749.

5oc78 1w 52i 5oc79

**FREDERIC ALGAR,**

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Hongkong, July 31, 1878.

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**BUGS, FLEAS, MOTHS, BEETLES,** and all other insects are destroyed by KEATING'S INSECT POWDER, which is quite harmless to Domestic Animals.

In exterminating Beetles the success of this Powder is extraordinary, and no one need be troubled by those pests. It is perfectly clean in application.

Ask for and be sure to obtain "KEATING'S POWDER," as Imitations are Noxious, and fail in giving satisfaction.

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**KEATING'S WORM TABLETS,** A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children.

TESTIMONIAL.

Mr. KEATING, Medical Hall, Gildersome, Nov. 28th, 1876.

Dear Sir, I think it nothing but my duty to inform you of the immense sale I have for your Worm Tablets, which I may justly say is enormous, and in every case gives the greatest satisfaction. I have on stock two bottles containing the found Worms brought me during the last few days by customers, one Worm 40 yards long. I dare not be without the remedy.

Yours respectfully,

M. A. WALKER.

Sold in Bottles, by all Chemists and Druggists.

Proprietor, THOMAS KEATING, London.

REWARD AND CAUTION.—Whereas fraudulent imitations of this unsurpassed remedy have been sold, I hereby request any one knowing of the vendor of the same to communicate with me; on conviction of the offender a liberal reward will be paid.

4oc79 1w 31mc80

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The scope



## Notices of Firms.

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF  
MR JOHN FAIRBAIN in our Firm  
here and in Yokohama, CEASED on the 31st  
March, 1879.

LANE, CRAWFORD & Co.  
Hongkong, October 6, 1879. no6

## NOTICE.

THE Undersigned has established him-  
self at the premises formerly occupied  
by LAMBERT, ATKINSON & Co., Peddar's  
Wharf, as

AUCTIONEER, APPRAISER  
AND  
COMMISSION AGENT.

ALL GOODS entrusted for SALE will be  
fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

## NOTICE.

THE INTEREST AND RESPONSIBILITY OF  
MR C. BRAUN in our Firm, CEASED  
on the 23rd September A.C.

Mr C. STIEBEL is authorized to Sign  
our Firm.

REISS & Co.,

Hongkong, Shanghai, Yokohama.

Hongkong, October 3, 1879. ja3

## NOTICE.

FROM THE 1ST OF OCTOBER,  
DR EASTLACK will receive his  
PATIENTS at his new DENTAL ROOMS,  
No. 50, QUEEN'S ROAD CENTRAL, over the  
MEDICAL HALL.

Hongkong, September 23, 1879.

## Intimations.

## NOTICE.

A RESIDENCE Wanted by the 31st  
Instant. The CAINE ROAD or that  
NEIGHBOURHOOD preferred.

Apply to

THE BORNEO COMPANY, LTD.

Hongkong, October 1, 1879.

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## The Overland China Mail.

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of events in China and Japan, con-  
tributed in original reports and collated  
from the journals published at the various  
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departure of the English Mail Steamer.

Terms of Advertising, same as in Daily  
China Mail.

## NOTICE.

THE Undersigned have been appointed  
AGENTS to the NEW YORK BOARD  
OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879. 3se80

## RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents,

ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879.

## Volume Eighth of the

## "CHINA REVIEW."

## Now Ready.

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## —OF THE—

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## CONTAINS—

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The Ballads of the Shi-king.

Nestorians at Canton.

Korean Pronunciation of Chinese.

The Critical Disquisitions of Wang Ch'ung.

Brief Sketches from the Life of K'ung-

ming.

Short Notices of New Books and Literary

Intelligence.

Notes and Queries:—

Worship of the Emperor's Tablet.

Snake Bites.

A Terra-cotta Vase with supposed Chinese

Inscription discovered by Dr.

Schliemann, at Hissarlik (with illus-

trations).

Opium Consumption in China.

Official Usurers.

Heraldic and other Designations.

Coins of the Ming.

A Porcelain "Cohn" (with woodcut).

Books Wanted, Exchanges, &c.

Hongkong, September 26, 1879

## SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or

PAYERS will be thankfully received

at the SAILORS' HOME, West Point.

Hongkong, July 25, 1879.

## Intimations.

CHINA FIRE INSURANCE COM-  
PANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR  
1878, AND TO THE 30TH JUNE, 1879.

SHAREHOLDERS in the above Com-  
pany are requested to furnish the  
Undersigned with a List of their CONTRI-  
BUTIONS from the 1st January, 1878, to the  
30th June, 1879, in Order that the  
Portion of the NET PROFITS to be Re-  
turned to CONTRIBUTORS may be ac-  
curately ascertained. Returns not rendered prior to the  
31st OCTOBER NEXT will be adjusted by the  
Company, and no Claims or Alterations  
will be subsequently admitted.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, August 2, 1879. no1

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI  
during the Summer Months, leaving  
Hongkong on the 1st of April next, and  
returning about 1st November.

Hongkong, February 10, 1879.

HONGKONG FIRE INSURANCE COM-  
PANY, LIMITED.

ADJUSTMENT OF BONDS FOR THE YEAR  
1878, AND THE FIRST 6 MONTHS  
OF 1879.

SHAREHOLDERS in the above Com-  
pany are requested to furnish the  
Undersigned with a List of their CONTRI-  
BUTIONS for the Year ending December 31st  
1878, and for the Six Months from Janu-  
ary 1st to June 30th 1879; in Order that the  
Distribution of the Portion of PRO-  
FITS Reserved for CONTRIBUTORS  
may be arranged. Returns not rendered  
prior to October 31st next, will be adjusted  
by the Company and no Claims or  
Alterations will be subsequently admitted.

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, July 24, 1879. oc31

## NOTICE.

OFFICE OF THE SHANGHAI STEAM  
NAVIGATION COMPANY,  
IN LIQUIDATION.

TENTH RETURN of CAPITAL  
at the Rate of TWO TAELS per  
SHARE, will be made to Shareholders of  
Record on 13th October, Payable at the  
Office of the Liquidators, on MON-  
DAY, 20th October.

Warrants will then be delivered by the  
Undersigned to Shareholders, or their  
lawful representatives, on presentation of  
Share Certificates for Endorsement.

The Transfer BOOKS of the Company  
will be CLOSED from the 13th to the 20th  
July, inclusive.

By Order,

RUSSELL & Co.,

Liquidators.

Shanghai, October 1, 1879. no6

YANGTZE INSURANCE ASSO-  
CIATION.

## NOTICE.

IN accordance with the Articles of Agree-  
ment, the Directors have declared a  
DIVIDEND to POLICYHOLDERS for the  
FIFTEEN MONTHS ending 31st Decem-  
ber 1878, of THIRTY-THREE PER CENT.  
ON THE NET PREMIA CONTRIBUTED,  
payable at our OFFICE on and after the  
15th Instant.

POLICYHOLDERS are requested to send in  
particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co.,

Agents.

Hongkong, May 5, 1879.

## NOTICE.

## THE CHINESE MAIL

FROM and after the Chinese New Year's  
day (February 17, 1874) the Chinese  
Mail will be issued DAILY instead of ter-  
weekly, as heretofore. No change, how-  
ever, will be made in the price of subscrip-  
tion, which will remain at \$4 per annum.

The charges for advertisements are now  
assimilated to those of the China Mail.  
The unusual success which has attended the  
Chinese Mail makes it an admirable  
medium for advertisers.

The Conductors guarantee an eventual  
circulation of one thousand copies. It is  
already the most influential native journal  
published, and enjoys considerable prestige  
at the Ports of China and Japan, and at  
Singapore, Penang, Calcutta, San Fran-  
cisco and Australia.

China Mail Office,

## To-day's Advertisements.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship  
"ATAX,"

Captain R. F. SCALE, will  
be despatched on MONDAY,

13th inst., at 4 p.m.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,

Agents.

Hongkong, October 11, 1879. oc13

## FOR SWATOW, AMOY &amp; FOOCOW.

The Steamship  
"DOUGLAS,"

Capt. YOUNG, will be de-  
spatched for the above Ports  
on WEDNESDAY, the 15th inst., at Day-  
light.

For Freight or Passage, apply to  
DOUGLAS LARPAIK & Co.

Hongkong, October 11, 1879. oc14

## To-day's Advertisements.

## FOR AMOY.

The Steamship  
"ESMERALDA,"

Capt. TALBOT, shortly due,  
will have immediate despatch  
for the above Port.

For Freight or Passage, apply to  
RUSSELL & Co.

Hongkong, October 11, 1879.

## PUBLIC AUCTION.

## GENERAL WEEKLY SALE.

THE Undersigned will sell by Public  
Auction, on

TUESDAY,

the 14th October, at Noon, at his Auction  
Sales Rooms, Peddar's Wharf,—

4 bales 7-lb. GREEN BLANKETS.

1 case All Wool Striped Fancy Flan-  
nels.

Scarlet, Pink and White Flannel,  
Woolen Scarves, Woolen Mitts, Tweeds,  
Dooskins, Grey Meltons, Cloth, etc., etc.

200 doz. White Huckaback Towels.

25 doz. Merino Undershirts.

50 doz. White Cotton Socks.

Kerosine Hanging Lamps, Wall  
Lamps, etc., etc.

40 drums Hubbuck's Pale Boiled Lin-  
seed Oil.

20 drums Hubbuck's Turpentine.

20 coils Hoth's Russian Rope, 2 to 3  
inches.

120 drums English Paints, assorted  
colors.

50 cases Boord's Old Tom.

Brandy, LL Whisky, AVH Gin,  
Claret, etc., etc.

23 cases Champagne, Sillery Mous-  
seux.

50 boxes Sperm Candles.

Morton's Oilman's Stores.

Brown Windsor and Fancy Toilet  
Soap.

Toys, Flower Pots, Fancy Porcelain  
Ware.

200 doz. Liqueur Glasses.

Revolvers and Cartridges.

25 cases pts. Norwegian Beer, Chris-  
tiana Brewery, 6 doz. each.

And a Variety of Other GOODS.

TERMS.—Cash on delivery.

G. R. LAMBERT,

Auctioneer.

Hongkong, Oct. 11, 1879. oc14

## PUBLIC AUCTION.

THE Undersigned have received in-  
structions from Messrs ADAMSON,  
BELL & Co., to sell by Public Auction,

(For account of whom it may concern),

ON

TUESDAY,

the 4th of November next,

(Unless previously disposed of by Private  
Contract.)

The British Barque  
"CHOCOLA,"

as she now lies at Anchor off YOW MAH-  
TEE. She was built of Oak and Elm at  
NANTES in 1868, and is well and favor-  
ably known on this Coast. She is well  
found in Sails and Gear generally, has 2  
BOWER ANCHORS, each with 100 fathoms  
Cable; also 1 SPARE ANCHOR and 2  
KEDGES. She has been recently opened  
for survey, and is still open for inspec-  
tion.

For further particulars, apply to  
Messrs ADAMSON, BELL & Co., or to the  
Auctioneers.

TERMS OF SALE.—As customary.

HUGHES & LEGGE,

Auctioneers.

Hongkong, Oct. 11, 1879. no4

HONGKONG ARTILLERY  
VOLUNTEERS.

ORDERLY ROOM, 11th Oct., 1879.

RECRUIT and M. L. GUN DRILL at  
MURRAY BATTERY on TUESDAYS, at 5.15  
p.m., at which all MEMBERS who have  
not passed these DRILLS are requested to  
attend.

FIELD GUN DRILL at the NORTH  
BARRACKS on THURSDAYS, at 5.15 p.m.

A. COXON,

Captain-Commandant H. K. A. V.

## CANTON INSURANCE OFFICE.

NOTICE is hereby given that the Ordina-  
ry General MEETING of SHARE-  
HOLDERS in the above Office will be  
held at the Office of the Undersigned, No. 7,  
QUEEN'S ROAD, on TUESDAY, the 21st  
Instant, at 3 p.m.

JARDINE, MATHESON & Co.,

General Agents,

Canton Insurance Office.

Hongkong, October 11, 1879. oc21

UNION INSURANCE SOCIETY OF  
CANTON.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Ordina-  
ry Yearly MEETING of the  
SHAREHOLDERS of the SOCIETY will  
be held at its HEAD OFFICE, Hongkong,  
on MONDAY, the 27th Instant, at 3  
o'clock p.m., for the Purpose of Receiving  
the Report of the Directors together with  
Statements of Accounts for the Year 1878,  
and for the Half-year ending 30th June,  
1879.

The Transfer BOOKS of the Society  
will be CLOSED from the 17th to the 27th  
Instant, both days inclusive.

By Order of the Board,

N. J. EDE,

Secretary.

Hongkong, October 11, 1879. oc27

## To-day's Advertisements.

## IMPERIAL MARITIME CUSTOMS.

CONTRACT FOR THE SUPPLY OF  
LIGHT-HOUSE OIL.

SEALED TENDERS will be Received  
at this Office till 1st December next,  
for the SUPPLY of 4,000 IMPERIAL  
Gallons PEANUT OIL for Use at the  
LIGHT-HOUSES in the Southern Division of  
CHINA, for the Year 1880. Printed forms  
of Tender can be obtained on application  
at this OFFICE.

The Oil to be perfectly Pure and Un-  
mixed, of the best Quality and Colour,  
free from Sediment, and to be delivered at  
the Customs Godowns, AMOY, in the follow-  
ing Quantities, viz:—

2,000 Gallons on or before 31st Decem-  
ber next.

2,000 Gallons on or before 1st July,  
1880.

The Oil will be measured as delivered,  
and each Tender must be accompanied by  
a Sample in a clear Glass Bottle of not less  
quantity than half a Pint.

No Tender will be accepted on any other  
form than that issued from this OFFICE.

The Commissioner does not pledge him-  
self to accept the lowest or any Tender.

H. E. HOBSON,

Commissioner of Customs.

Custom House,  
Amoy, 8th October, 1879. oc13

## NOTICE.

MR. ALEXANDER C. LEVISOHN  
retired from our Firm in HONGKONG  
and CHINA on the 31st of December last,  
and Mr. LORENZ FOESNECKER was  
admitted a PARTNER therein on the same  
day.

Mr. JULIUS KRAMER has been au-  
thorized to Sign our Firm per Procurator  
at CANTON.

ARNOLD, KARBERG & Co.

Hongkong, October 11, 1879. no11

## TO LET.

MARINE HOUSE.—The ROOMS now  
occupied as the COMMERCIAL EX-  
CHANGE, and a GOD W/N behind the same.

Apply to

E. R. BELILIOS.

Hongkong, October 11, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debt contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

ALEXANDER YEATS, Canadian ship, Capt.  
J. W. Dunham.—P. & O. S. N. Co.

KIRKLAND, British barque, Captain T.  
Colledge.—Widder & Co.







## THE NEW RULES OF THE ROAD AT SEA.

(Times, August 21.)

We yesterday briefly referred to the official publication of a body of rules of great international importance, the new regulations for preventing collisions at sea. These regulations not only apply to British ships throughout the world, but also to the Royal and Commercial Navies of Austria-Hungary, Belgium, Chili, Denmark, France, Germany, Greece, Italy, the Netherlands, Norway, Portugal, Russia, Spain, Sweden, and the United States, whether within British jurisdiction or not. It need hardly be said that an alteration affecting interests of such magnitude and so widely spread will not take effect immediately upon the publication in Tuesday night's *Gazette*. The rules now issued will have no force in practice till September 1, 1880. More than a year is thus given to officers and pilots of ships to make themselves acquainted with the new law of the maritime highways; and publication in the other countries which have agreed with Her Majesty's Government in the framing of the new rules will have given due warning to mariners of the 15 nationalities which concur with Great Britain in binding themselves to use a common method of indicating their course upon the waters. There is nothing revolutionary in the changes in the rules. They will not satisfy the most ardent reformers. The most salient alteration is the new optional signalling for indicating the course of a ship. It is inevitable that improvements should be gradual where so many voices are to be consulted; and, as it is, the sanction of several of the countries which agreed to the old rules has, apparently, not been given to the new. It is true that the most important commercial countries have come in, and that the adherence of others will probably follow. Comparing the present list of adherents of foreign Powers with the enumeration printed in the edition of the old Regulations, published by authority in 1877, we miss the names of the Argentine Republic, Brazil, Ecuador, the Hawaiian Isles, Hayti, Morocco, Peru, Turkey, and Uruguay. The absence of consent from Turkey, Brazil, and Peru (Chili has already come in) is a little surprising, and any long continuance of delay at the Porte might easily lead to embarrassment in the navigation of the Levant.

In this place it will not be necessary to reprint such of the rules as merely re-enact the old law on the subject laid down by Orders in Council in 1863 and 1868 by virtue of the Act of 1862, which gave the Queen in Council the power which, upon the joint application of the Admiralty and the Board of Trade, Her Majesty has now exercised again by issuing the revised edition of the rules. The old definition of steamships and sailing ships is preserved, but a difference occurs in the rule as to lights. The light for the foremost in steamers, the green starboard light, and the red port light are preserved, but the position to be occupied by the white foremast light is now more explicitly defined. By the old rule, the light was to be at the foremast head. By the new rule (Art. 3, Letter A) it is to be "on or in front of the foremast at a height above the hull of not less than 20ft., and if the breadth of the ship exceeds 20ft., then at a height above the hull not less than such breadth." The light thus to be carried is, as before, a bright white light, and it is to be "so constructed" (the phrase previously employed was "so fixed") "as to show an uniform and unbroken light over an arc of the horizon of 20 points of the compass," &c. The improved means of lighting—due to better lamps on the one hand, or electricity on the other—are not thought to justify any compulsory increase in the penetrating power of the lights. The white light is to be visible for five miles, and the coloured lights for two miles, as before, on clear dark nights. There is an alteration in the wording of the rule relating to towing. The heading, "Lights for steam-tugs," is omitted. In the draft of the new rules which was settled by the English Committee on July 8 last year, after consideration of some amendments proposed by Germany, America, Belgium, and Denmark, the heading was made more general in its wording, and stood "Lights for steamers towing." Now, however, it is left out altogether, in accordance with a general principle which has dictated the omission of all sub-headings under the general heading, "Rules concerning lights"; and the effect is accordingly that the rule is not confined to tugs, but applies to all vessels towing. The rule now stands as follows:—

"Art. 4.—A steamship, when towing another ship, shall, in addition to her side lights, carry two bright white lights, in a vertical line one over the other, not less than 3ft. apart, so as to distinguish her from other steamships. Each of these lights shall be of the same construction and character, and shall be carried in the same position as the white light which other steamships are required to carry."

It will be observed that a certain distance between the lights is now provided for, to prevent the two from being placed so near as to melt into one. An entirely new rule follows, designed to meet the case of ships not under command—as, for instance, vessels laying telegraph cables, vessels to which accidents have happened, &c. The following is the new rule:—

"Art. 5.—A ship, whether a steamship or a sailing ship, when employed either in laying or in picking up a telegraph cable, or which from any accident is not under command, shall at night carry in the same position as the white light which steamships are required to carry, and, if a steamship, in place of that light, three red lights in globular lanterns, each not less than 10in. in diameter, in a vertical line one over the other, not less than 3ft. apart; and shall by day carry in a vertical line, one over the other, not less than 3ft. apart, in front of but not lower than her foremast head, three black balls or shapes, each 2ft. in diameter.

"These shapes and lights are to be taken by approaching ships as signals that the ship using them is not under command, and cannot, therefore, get out of the way."

"The above ships, when not carrying any way through the water, shall not make the side lights, but when making way shall carry them."

Verbal alterations are made in the next rule, which will now have become by the interpolation of the article just quoted, No. 6 instead of No. 5. It runs as follows:—

"Art. 6.—A sailing ship under way, or being towed, shall carry the same lights as are provided by Article 3 for a steamship under way, with the exception of the white light, which she shall never carry."

The old Article 6 (now become Article 7) has two slight changes made in its wording, "use" for "exhibition" and "shall" for "may," and will henceforward read as follows:—

"Art. 7.—Whenever, in the case of small

vessels during bad weather, the green and red side lights cannot be fixed, these lights shall be hoisted on each of their respective sides of the vessel, ready for use; and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the colour of the light they respectively contain, and shall be provided with proper screens."

The rule referring to riding-lights is much improved by the omission of the limiting words "in roadsteads and fairways," and by the clear expression of the fact that the light is prescribed for the diameter of the lantern. The usual change in wording, for the sake of accuracy, from plural to singular, which is general in the rules, is also adopted. The article follows:—

"Art. 8.—A ship, whether a steamship or a sailing ship, when at anchor, shall carry, where it can best be seen, but at a height not exceeding 20ft. above the hull, a white light, in a globular lantern of not less than 5in. in diameter, and so constructed as to show a clear, uniform, and unbroken light visible all round the horizon, and at a distance of at least one mile."

The regulation for the lights of pilot vessels has a similar improvement in the way of showing that the precaution prescribed only enforces a minimum of caution. It contains also an entirely novel addition, the value of which has, since its proposal by the Committee on the Rule of the Road, been strikingly shown by the evidence in the case of the *Edinburgh* and *Severn*. In that case (heard before the Wreck Commissioner in March) a pilot-boat which was not "serving" was run down, and 15 valuable lives were lost, in consequence of the want of some such clause as that now added. The new rule especially provides for pilot-boats not serving:—

"Art. 9.—A pilot vessel, when engaged on her station on pilotage duty, shall not carry the lights required for other vessels, but shall carry a white light at the masthead, visible all round the horizon, and shall also exhibit a flare-up light, or flare-up lights, at short intervals, which shall never exceed 15 minutes. A pilot vessel, when not engaged on her station on pilotage duty, shall carry lights similar to those of other ships."

The regulation for fishing vessels and boats may almost be described as a new code. It puts an end to the conflict of the collision rules with the rules of the Sea Fisheries Act:—

"Art. 10. (a) Open fishing boats and other open boats when under way shall not be obliged to carry the side lights required for other vessels, but every such boat shall in lieu thereof have ready at hand a lantern with a green glass on the one side and a red glass on the other side; and on the approach of or to other vessels such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side, nor the red light on the starboard side."

"(b) A fishing vessel and an open boat when at anchor shall exhibit a bright white light."

"(c) A fishing vessel, when employed in drift net fishing, shall carry on one of her masts two red lights in a vertical line one over the other, not less than 3ft. apart."

"(d) A trawler at work shall carry on one of her masts two lights in a vertical line one over the other, not less than 3ft. apart—the upper light red and the lower green; and shall also either carry the side lights required for other vessels, or, if the side lights cannot be carried, have ready at hand the coloured lights as provided in Article 7, or a lantern with a red and green glass as described in paragraph (a) of this article."

"(e) Fishing vessels and open boats shall not be prevented from using a flare-up in addition if they desire to do so."

"(f) The lights mentioned in this article are prescribed for those mentioned in the 12th, 13th, and 14th Articles of the Convention between France and England, concluded at the British Sea Fisheries Act, 1863."

"(g) All lights required by this article, except side lights, shall be in globular lanterns so constructed as to show all round the horizon."

Article 11 contains a new and very valuable provision, which not only makes it lawful for overtaken vessels to show a light astern, but positively directs that this shall be done. Hitherto doubts existed whether a ship overtaken in the dark was entitled to protect herself by showing a light.

The second article of the Regulations said, "The lights mentioned in the following articles and no others shall be carried." A violation of the rule might lead to the inference that the ship which showed a stern light had misled the other, and was to blame for the collision. All doubt is now removed, and it is to be hoped that the lights permitted will be found sufficiently distinctive. The clause runs as follows:—

"Art. 11.—A ship which is being overtaken by another shall show from her stern to such last-mentioned ship a white light or a flare-up light."

The white light mentioned in the preceding article might be mistaken for the white light of a ship at anchor, and the course of the ship ahead might be at such an angle to that of the ship astern as to cause the error to have dangerous consequences. In practice the flare up, which is also permitted in the alternative, will, perhaps, be preferred. Another important change is made in regard to fog signals. Article 12, introduced by the heading, "Sound-signals for fog, &c.," takes the place of the old Article 10, and makes a step in the direction of requiring the Morse-system to be applied to sound signals to indicate the course of a ship. The indications as to course compulsorily required of sailing ships are not to be enforced against steamships and a question may arise how far the prolonged blast required of steamers in a fog under this rule will interfere with their option in a fog of using the short blasts authorized by a later article (Art. 19). The rules would appear to permit the use of both sets of signals, the long blast and the short blast, together, but not (in a fog) the use of the short blasts alone. The following is the new article specially referring to sound signals for fog:—

"Art. 12.—A steamship shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and which an efficient fog horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship shall be provided with a similar fog horn and bell. In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows—that is to say,—"

"(a) A steamship under way shall make with her steam whistle, or other steam sound signal, at intervals of not more than two minutes, a prolonged blast."

"(b) A sailing ship under way shall make with her foghorn, at intervals of not more than two minutes, when on the starboard tack one blast, when on the port tack two blasts in succession,

and when with the wind abaft the beam three blasts in succession."

"(c) A steamship and a sailing ship when not under way shall, at intervals of not more than two minutes, ring the bell."

The new article 13 is introduced by the heading "Speed of Shipping to be Moderate in Fog," and makes a provision as to speed apply to sailing ships which has hitherto been confined to steam vessels:—

"Art. 13. Every ship, whether a sailing ship or a steamship, shall in a fog, mist, or falling snow, go at a moderate speed."

The next set of rules is introduced by the general heading "Steering and Sailing Rules," and the old sub-headings are abolished. A significant change, among many changes in arrangement, will be observed in the language of these rules. The old rules have the words, "the helms of both ships be put to port," "the new words are, "each shall alter her course to starboard." All precedent for a very misleading form of expression, and one which especially increases the difficulty of passengers and other unskilled persons in understanding orders, is thus removed from the rules. To turn a boat to starboard her tiller is pushed to port. Hence has arisen the expression to "port the helm" in the sense of directing the ship to starboard. For brevity the order "port the helm" is often shortened to "port." Therefore, when the officer shouts "port" he means that the ship is to go to starboard; but in some ships it is the custom to give the order "port" in its natural sense, meaning that the ship's head is to go to port. Thus the same order may have opposite meanings, and that at a moment when ambiguity is fatal. The expressions "port the helm," "starboard the helm," are henceforth to be steadily discouraged. "Now that wheels and pulleys and steam machinery have superseded the tiller and helm," says Mr. Gray, of the Board of Trade, in his valuable observations on the Rule of the Road at Sea, "it is useless to make the steering rules depend on the direction in which a tiller is put." It may be added that it is not only useless, but mischievous. Simplicity of language is a real gain at all times, but especially in moments of excitement. Another alteration in this important chapter of the rules is the introduction of sound-signals to indicate the course of the signalling steamer. Since 1865 at least similar signals have been in compulsory use in the United States. They are, for the present, made only optional in these international rules. It is sufficient to say that even the option of using them would have prevented the terrible collision on the Thames which 12 months ago drew the attention of all the world to the insufficiency of the precautions adopted against the collision of steamships. The only other change, which demands observation is the reintroduction, from a period before 1862, of the starboard channel rule which parts a narrow fairway into two halves, and gives to each of meeting ships the right-hand half to steer in. This enactment is made subordinate to any local rules adapted to the exigencies of particular inland navigations, but where there are no such rules it will apply. The following are the "steering and sailing rules":—

"Art. 14. When two sailing ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows:—viz.,—"

"(a) A ship which is running free shall keep out of the way of a ship which is closehauled."

"(b) A ship which is closehauled on the port tack shall keep out of the way of a ship which is closehauled on the starboard tack."

"(c) When both are running free with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other."

"(d) When both are running free with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward."

"(e) A ship which has the wind aft shall keep out of the way of the other ship."

"Art. 15. If two ships under steam are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other."

This article only applies to cases where ships are meeting end on in such a manner as to involve risk of collision, and does not apply to two ships which must, if both keep on their respective courses, pass clear of each other."

"The only cases to which it does apply are when each of the two ships is end on, or nearly end on, to the other; in other words, to cases in which, by day, each ship sees the masts of the other in a line with her own; and by night, to cases in which each ship is in such a position as to see both the side lights of the other."

"It does not apply by day to cases in which a ship sees another ahead crossing her own course; or by night, to cases where the red light of one ship is opposed to the red light of the other, or where the green light of one ship is opposed to the green light of the other, or where a red light without a green light, or a green light without a red light, is seen ahead, or where both green and red lights are seen anywhere but ahead."

"Art. 16. If two ships under steam are crossing, so as to involve risk of collision, the ship which has the other on her own starboard side shall keep out of the way of the other."

"Art. 17. If two ships, one of which is a sailing ship and the other a steamship, are proceeding in such directions as to involve risk of collision, the steamship shall keep out of the way of the sailing ship."

"Art. 18. Every steamship when approaching another ship, so as to involve risk of collision, shall slacken her speed, or stop and reverse if necessary."

"Art. 19. In taking any course authorized or required by these regulations, a steamship under way may indicate that course to any other ship which she is in sight by the following signals on her steam whistle:—viz.,—"

"One short blast to mean 'I am directing my course to starboard.'"

"Two short blasts to mean 'I am directing my course to port.'"

"Three short blasts to mean 'I am going full speed astern.'"

"The use of these signals is optional; but if they are used, the course of the ship must be in accordance with the signal made."

"Art. 20. Notwithstanding anything contained in any preceding article, every ship, whether a sailing ship or a steamship, overtaking any other, shall keep out of the way of the overtaken ship."

"Art. 21. In narrow channels every steamship shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such ship."

"Art. 22. Where by the above rules one of two ships is to keep out of the way, the other shall keep her course."

"Art. 23. In obeying and construing these rules regard shall be had to all dangers of navigation, and to any special circumstances which may render a departure from the above rules necessary in order to avoid immediate danger."

The existing rule, "no ship, under any circumstances, to neglect proper precautions," is preserved with that title, and two concluding rules are added under the title

respectively of "Reservation of Rules for Harbours and Inland Navigation," and "Special Lights for Squads and Gunboats."

"Art. 25. Nothing in these rules shall interfere with the operation of a special rule made by local authority relative to the navigation of any harbour, river, or inland navigation."

"Art. 26. Nothing in these rules shall interfere with the operation of any special rules made by the Government of any nation with respect to additional station and signal lights for two or more ships of war or for ships sailing under convoy."

The Committee which framed the rules was nominated by the Admiralty, the Board of Trade, and the Trinity House. Its reports are signed by F. Arrow, G. A. Bedford, P. J. O. Evans, T. H. Farner, T. Gray, D. Murray, H. C. Rothery, C. G. Waller. The Foreign Office, on the application of the Board of Trade, undertook the necessary communications with all abroad, and at length succeeded in procuring an agreement upon the several clauses, which the committee itself had drafted, in a form not widely differing from that now adopted, so long ago as 1870.

## SAN FRANCISCO FROM A JAPAN POINT OF VIEW.

(By ASANO, Special Corr. of the *Choya Shinbun*.)

On the 17th July last I left Yokohama for the United States of America, and arrived at San Francisco on the 2nd August. Upon landing I immediately hailed a carriage and requested the driver to convey me to the Palace Hotel, where I remained three days. This time I employed in looking around the city. The houses range from three to seven stories high, and present a pleasant appearance to the eye of a visitor. But I did not content myself with simply looking at the houses, but closely watched the customs of the people; and, among many other wonderful things, I noticed that there are many large merchants who have lived a happy and adventurous kind of life and so gained a competency, who cannot even write their own names. At the close of last winter a large merchant died who was supposed to be worth six millions of dollars. But an examination of his house brought to light a few volumes of books and a few other things, value in all at about fifty dollars. This will show the ignorance of the dead merchant, who had been a wine seller for five years previous to his death; and I leave it to the judgment of my readers to say whether or not he should be classed as a gentleman of a civilised country.

Carriages pass to and fro along streets at the corners of which are deposited the sweepings and refuse of the city. When the wind blows strong this rubbish is scattered about and causes an offensive odour to arise which is very injurious to the health of the inhabitants. On my making enquiries as to why this offensive matter was allowed to remain when it was so detrimental to health and cleanliness, I was informed that it was removed twice every month; so it will be seen that the people of San Francisco live in a putrid atmosphere. If more attention was not paid to cleanliness in Eastern countries, cholera would break out. \* \* \*

There is a curious company in San Francisco known as the *Kikoku-sha*, established by Chinese and having branch offices at Hongkong and Canton. Its business is to lend money to Chinese in Hongkong and Canton on personal security; that is, the borrower deposits himself, or rather enters upon an obligation to go to San Francisco and work off the loan if he cannot pay it within the stipulated time. As an example of the extraordinary manner in which the business of this company is carried on I may mention that one of the branch offices lent money to a man in China, who deposited himself as security.

When the time for repayment of the loan had expired the Chinaman was unable to refund it, and was sent to San Francisco along with from fifty to one hundred others to work out the debt. They were all packed on board a mail steamer in a room which was about suitable for the accommodation of a horse, and they were treated like so many bales of goods. On arriving in San Francisco the *Kikoku-sha* sold them to various merchants at from ten to fifteen dollars per week each. Out of this sum the sold men get one or two dollars, the Company keeping the remainder. The clothes of these men are necessarily very dirty, and they live on potatoes for about two cents per day. When these men walk along the streets they are continually on the look-out for something to pick up, and they collect pieces of paper, old shoes, tobacco or anything else they can find and sell them for a trifle to their countrymen, and so augment their trifling incomes. But I don't like to dwell longer upon this unpleasant theme, and will content myself by reciting one more instance of Chinese life in San Francisco. When a "pig-tail" happens to open a wine shop in the city the anti-Chinese inhabitants force their way in large numbers into the shop and eat and drink without tendering anything in payment. So the Chinese are compelled to resort to a curious device to hide their nationality. They alter the style of doing their hair, imitating Japanese, and disguise themselves in other ways, and so successfully palm themselves off on their persecutors as Japanese and thereby evade their rage. The result of this has been to lower Japanese in the eyes of the Americans, as they have come to consider that they are as shameless to deal with as the lower class of Chinese. And I regret to say that there are about one hundred Japanese in San Francisco working for the natives at the rate of \$7 per month. They are fools, who were persuaded in the first instance to come to San Francisco by foreigners in Yokohama. On their arrival there they found things different to what they expected; and having no other means of maintaining themselves they were compelled to accept employment for the trifling remuneration I have named.—Translated for *Japan Gazette*.

## THE TRIALS OF MR. KEYSER, GRANGER.

Mr. Keyser mentioned recently that he had employed a new hired girl, and that soon after her arrival Mrs. Keyser, before starting to spend the day with a friend, instructed the girl to whitewash the kitchen during her absence. Upon returning, Mrs. Keyser found the job completed in a very satisfactory manner. On Wednesday, Mrs. Keyser always chums, and on the following Wednesday, when she was ready, she went out; and finding that Mr. Keyser had already put the milk into the churn, she began to turn the handle. This was at 8 o'clock in the morning, and she turned until 10 o'clock, signs of butter appearing. Then she called in the hired man, and he turned until dinner-time, when he knocked off with some very offensive language, addressed to the butter, which had not yet come. After dinner the hired girl took hold of the crank and turned it energetically until 2 o'clock, when she let go with a remark which conveyed the impression that she believed the churn to be haunted. Then Mr. Keyser came out and wanted to know what was the matter with the churn. It was a good enough churn if people only knew how to use it. Mr. Keyser then worked the crank until half-past 3, when, as the butter had not come, he surrendered it again to the hired man because he had an engagement in the village. The man ground the machine to an accompaniment of frightful imprecations. Then the Keyser children each took a turn for half-an-hour; then Mrs. Keyser tried her hand; and when she was exhausted she again enlisted the hired girl, who said her prayers while she turned. But the butter didn't come. When Keyser came home and found the churn still in action, he felt angry; and, seizing the handle, he said he'd make the butter come if he stirred up an earthquake in doing it. Mr. Keyser effected about two hundred revolutions of the crank a minute—enough to have made any ordinary butter come from the ends of the earth; and when the perspiration began to stream from him, and still the butter didn't come, he uttered one wild yell of rage and disappointment and kicked the churn over the fence. When Mrs. Keyser went to pick it up, she put her nose down close to the butter-milk and took a sniff. Then she understood how it was. The girl had mixed the whitewash in the churn and left it there. A good, honest, and intelligent servant who knows how to churn could have found a situation at Keyser's the next day. There was a vacancy.—*Max Adeler*.

EXEMPTION from care is not happiness; on the contrary, a certain degree of care is essential to promote enjoyment.

A CHALLENGE from Captain Webb to Captain Boyton has been accepted, and a swimming match between the two champions will shortly take place. The match will be for 500 dollars a side, and Captain Boyton will use his suit and paddle, while Captain Webb will swim without any artificial aid and without clothing. The distance agreed upon is twenty miles. Saratoga Lake is mentioned as the locale for the match, as one of the conditions named by Captain Webb is that there should be no current in the water.

## MARK TWAIN AS A PRESIDENTIAL CANDIDATE.

This is the way in which Mark Twain once announced himself as a candidate for President:—

I have pretty much made up my mind to run for President. What the country wants is a candidate who cannot be injured by investigation of his past history, so that the enemies of the party will be unable to rake up anything against him that nobody ever heard of before. If you know the worst about a candidate to begin with, every attempt to spring things on him will be checkmated. Now I am going to enter the field with an open record. I am going to own up in advance to all the wickedness I have done, and if any Congressional Committee is disposed to prowl around my biography in the hope of discovering any dark and deadly deed that I have secreted, why—let it prowl!

In the first place, I admit that I treed a rheumatic grandfather of mine in the winter of 1850. He was old and inept in climbing trees, but with the heartless brutality that is characteristic of me I ran him out of the front door in his night-shirt at the point of a shot-gun, and caused him to bowl up a maple tree, where he remained all night, while I emptied shot into his legs. I did this because he snored. I will do it again if I ever have another grandfather. I am as inhuman now as I was in 1850. I candidly acknowledge that I ran away at the battle of Gettysburg. My friends have tried to smooth over this fact by asserting that I did so for the purpose of imitating Washington, who went into the woods at Valley Forge for the purpose of saying his prayers. It was a miserable subterfuge. I struck out in a straight line for the Tropics of Cancer because I was scared. I wanted to have my country saved, but I preferred to have somebody else save it. I entertain that preference yet. If the bubble reputation can be obtained only at the cannon's mouth, I am willing to go there for it, provided the cannon is empty. If it is loaded, my immortal and inflexible purpose is to get over the fence and go home. My invariable practice in war has been to bring out of every fight two-thirds more men than when I went in. This seems to me to be Napoleon in its grandeur.

My financial views are of the most decided character, but they are not likely, perhaps, to increase my popularity with the advocates of inflation. I do not insist upon the special supremacy of rag money or hard money. The great fundamental principle of my life is to take any kind I can get.

The rumor that I buried a dead aunt under my grape-vine was correct. The vine needed fertilising, my aunt had to be buried, and I dedicated her to that purpose. Does that unfit me for the Presidency? The Constitution of our country does not say so. No other citizen was ever considered unworthy of this office because he enriched his grape-vines with his dead relatives. Why should I be selected as the first victim of an absurd prejudice?

I admit also that I am not a friend of the poor man. I regard the poor man, in his present condition, as so much wasted raw material. Cut up and properly canned, he might be made useful to fatten the natives of the cannibal islands and to improve our export trade with that region. I shall recommend legislation upon the subject in my first message. My campaign cry will be: "Dedicate the poor working man; stuff him into sausages."

These are about the worst parts of my record. On them I come before the country. If my country don't want me, I will go back again. But I recommend myself as a safe man—a man who starts from the basis of total depravity and proposes to be fiendish to the last.

## A CINCINNATI PAPER, in reporting a high school exhibition, says:—"The essay was a masterpiece. Miss Clark was dressed in a ruby silk, with white trimmings and garnishings, white slippers and gloves. Her dark, abundant hair was very tastefully dressed."

JOHN BILLINGS says:—"It was a paragraph of the Middle Ages, who was sitting up at night studying out a pun, when the sexton came along and warned him that his light must go out, as he was about to ring the curfew. Then the middle-aged paragrapher replied, quick as lightning, 'Well, I don't curfew do.'"

In the reign of George II. the see of York falling vacant, and his Majesty being at a loss for a fit person to appoint to the exalted situation, asked the opinion of the Rev. Dr. Mountain, who had raised himself by the son of a beggar, to the see of Durham. The doctor wisely replied, "Hadst thou faith as a grain of mustard seed, thou wouldst say to this Mountain (at the same time laying his hand on his breast), be thou removed, and cast into the sea (see)." His Majesty laughed heartily, and forthwith conferred the preferment on the facetious doctor.

They tell a story in the Temple of an ex-Chief Baron, that one who wished him to resign waited on him and hinted at it, suggesting it for his own sake, entirely with a view to the prolongation of his own valued life, &c. The old man arose and said, with his grim dry gravity, "Will you dance with me?" The visitor stood aghast at the Lord Chief Baron, who prided himself particularly on his legs, began to caper about with a certain youthful vivacity. Seeing his visitor standing surprised, he capered up to him and said, "Well, if you won't dance with me, will you box with me?" And with that he squared up to him, and half in jest and half in earnest, fairly boxed him out of the room. The old Chief Baron had no more visitors enquiring after his health and suggesting his retirement.

In the North of England they do not teach the young idea how to shoot young birds, but how to protect their lives. The *Newcastle Weekly Chronicle* has founded a Dicky Bird Society for children, and a West Cumberland Bird Protection Society has recently been started in connection with it. The latter already number 561 members, boys and girls, who have each signed the following pledge:—"I promise to protect and be kind to all birds as far as I can; to feed birds in winter with spare crumbs instead of wasting them; not to molest or disturb birds during their building season; not to rob the nests of their eggs or tear out the nests; not to kill the young ones or otherwise injure them; to try and induce others to take an interest in these beautiful creatures, and promote the object of the society." The names of members will be printed each week in the "Children's Corner" of the *Newcastle Weekly Chronicle*. As many as 2,730 names have already been enrolled by the parent society of Newcastle.

## ANCHORING A HORSE.

A story is told of an old mariner who keeps a little hotel down here, writes the correspondent of an American paper from Coney Island, New York's seaside resort. His wife was very anxious to have a horse, an animal in which the old gentleman took little interest, and the old lady finally won her point, and got her horse. The steed was of an erratic and playful disposition, and used, on the least provocation, to tear madly along the beach, and succeeded in "spilling" the old lady several times. At last the captain, who had never driven the beast, volunteered to break him of his vicious habit; so, getting another old salt to aid him, he procured a kedge anchor with a stout line attached. Fastening the end of the line around the axle and putting the anchor into the phaeton, the fiery untamed was hitched up, and the two gentlemen started for a drive along the shore. Soon the vicious animal espied something, which gave him an excuse to run away, and immediately dashed off with frightful vivacity. The captain dropped the reins and summoned all hands to "let go the anchor." The anchor was let go, and caught firmly in the sand. The unsuspecting quadruped pranced joyfully along, until he got to the end of the rope, and then he paused—paused, and the two old gentlemen shot up into the air like a couple of sky-rockets, coming down in a fearfully dilapidated condition. The horse is now for sale.

## Miscellaneous.

BRIGADIER-GENERAL Sir Evelyn Wood will shortly return from South Africa to Essex, his native county, and a proposal has been made that he should receive a public welcome. This will probably assume the form of an address to the gallant general, and a banquet in his honour.

A young man in search of a religion— with leanings this way and leanings that— is more interesting to devout women, whatever their views, than a whole townful of people of unimpeachable orthodoxy. He is like the Irish contingent at an English election, and he is coaxed and petted by all sides.—*Saturday Review*.

A REPORT has reached Aden of the almost total destruction, on September 3rd, of the town of Zalla, by fire. All the public buildings, and about three-fourths of the town, have been burnt. The fire continued for three days and it burnt itself out.

ONYXUS.—Stingy Uncle (to impetuous nephew): "Pay as you go, my boy—pay as you go!" Nephew (suggestion): "But suppose I haven't any money to pay with, uncle?" Uncle: "Oh?—well, then, don't go, you knave—don't go!" [Exit hastily.]

A WESTERN paper gives this little bit of backwoods gossip between parent and child:—"Is the howling of a dog always followed by a death?" asked a little girl of her father. "Not always, my dear; sometimes the man that shoots at the dog misses him," was the parent's reply.

A CERTAIN lawyer was compelled to apologise to the court. With stately dignity he rose in his place, and said, "Your lordship is right and I am



## POSTAL RATES.

[Subjoined we give the postal rates now in force for transmission of correspondence to all parts of the world. Detailed rules affecting the transmission of packets, parcels, &c., will be found annexed, together with a number of miscellaneous and useful notices.]

## Hongkong Rates of Postage.

(Revised April 4th, 1879.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though written by hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. Any of them in a Book Packet expose it to the higher charges stated below.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 4 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N.R. means No Registration.

## Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Chili, Brazil, Peru, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bernuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group.

## Postage to Union Countries.

General Rates, by any route:—  
Letters, 8 cents per ½ oz.  
Post Cards, 3 cents each.  
Registration, 8 cents.  
Newspapers, 2 cents each.  
Books and Patterns, 2 cents per 2 oz.  
Commercial Papers, 6 cents per 4 oz.

Exceptional rates, to the United Kingdom and Union Countries served through the United Kingdom via Brindisi only:—

Letters, 12 cents per ½ oz.  
Post Cards, 5 cents each.  
Registration, 8 cents.  
Newspapers, 4 cents each.  
Books and Patterns, 4 cents per 2 oz.  
Commercial Papers, 8 cents per 4 oz.

There is no charge on redirected correspondence within the Postal Union.

## Postage to Non-Union Countries.

Aspinwall (N.R.), Bahamas, Guatemala (N.R.), Hayti (N.R.), New Granada (N.R.), Panama (N.R.), and Venezuela (N.R.):—

Letters, 12 30 34  
Registration, None 8 8  
Newspapers, 4 4 6  
Books & Patterns, 6 6 8

Bolivia, Costa Rica (N.R.), Ecuador (N.R.), Nicaragua (N.R.):—

Letters, 20 30 34  
Newspapers, 4 4 6  
Books & Patterns, 12 6 8  
Registration, 8 None None

Hawaiian Kingdom:—

Letters, 12 12 16  
Registration, None None None  
Newspapers, 4\* 4 6  
Books & Patterns, 6\* 6 8

W. Indies (except as above), Paraguay, Uruguay:—

Letters, — 30 34  
Newspapers, — 4 6  
Books & Patterns, — 6 8  
Registration, — 8 8

to British & Union West Indies only:—

Letters, 8 8 8  
Registration, — — —  
Newspapers, — — —  
Books & Patterns, — — —

Australia, New Zealand, Tasmania, Fiji, Natal, Cape, St. Helena, Ascension.

Letters, by Contract Packet 24; by Private Ship 12; Registration, 8; Newspapers, 4; Books and Patterns, 4.

\* A small extra charge is made on delivery.

LOCAL AND TOWN POSTAGE.

Within any Town or Settlement, or between Hongkong, Canton, and Macao, in either direction,..... 2 8 2

Between any other two of the following places (through British Office) viz.:—Hongkong, Macao, Ports of China and Japan, Bangkok, Coochin, Singapore, and the Philippines, by Private Ship,..... 4 8 2

Between the above by Contract Mail,..... 8 8 2

Any publication fulfilling the conditions hereafter named can pass as a newspaper.

The conditions are as follows:—

1st. The publication must consist wholly in great part of political or other news, or of articles relating thereto, or to other topics, with or without advertisements.

2nd. It must be published in numbers at intervals of not more than 31 days, and must be printed on a sheet or sheets unbound.

3rd. The full title and date of publication must be printed at the top of the first page, and the whole or part of the title and the date of publication at the top of every subsequent page; and this regulation applies to Tables of Contents and Indices.

4th. A supplement must consist wholly or in great part of matter like that of a newspaper, or of advertisements, printed on a sheet or sheets, or a piece or pieces of paper, unstitched; or wholly or in part of engravings, prints, or lithographs illustrative of articles in the newspaper. The supplement must in every case be published with the newspaper, and must have the title and date of publication of the newspaper printed at the top of every page; or, if it consists of engravings, prints, or lithographs, at the top of every sheet or side.

A packet containing two or more newspapers is not chargeable with a higher rate of postage than would be chargeable on a book packet of the same weight.

Every newspaper must be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of easy removal for examination. If this rule be infringed the newspaper is treated as a letter.

Every newspaper must be so folded, as to admit of the title being readily inspected.

A newspaper or packet of newspapers which contains any enclosure except supplements is charged as a letter, unless the enclosure be such as might be sent at the book rate of postage, and the entire packet be sufficiently prepaid as a book packet, in which case it is allowed to pass.

A newspaper which has any letter, or any communication of the nature of a letter, written in it or upon its cover, is charged as an unpaid or insufficiently paid letter.

No packet of newspapers may be above 5 lbs. in weight, nor above two feet in length, one foot in width, nor one in depth.

A book-packet may contain any number of separate books or other publications (including printed or lithographed letters), photographs (when not on glass or in cases containing glass or any like substance), drawings, prints, or maps, and any quantity of paper, or any other substance in ordinary use for writing or printing upon; and the books or other publications, prints, maps, &c., may be either printed, written, engraved, lithographed, or plain, or any mixture of these. Further, all legitimate binding, mounting, or covering of a book, &c., or of a portion thereof, is allowed, whether such binding, &c., be loose or attached; as also rollers in the case of prints or maps, markers (whether of paper or otherwise) in the case of books, pens or pencils in the case of pocket-books, &c., and, in short, whatever is necessary for the safe transmission of such articles, or usually appertains thereto; but the binding, rollers, &c. must not be sent as a separate packet.

Circulars, i.e., letters which are intended for transmission in identical terms to several persons, and the whole or the greater part of which is printed, engraved, or lithographed, may also be sent by book post.

But a book-packet may not contain any letter, or communication of the nature of a letter, (whether separate or otherwise), unless it be a circular-letter or be wholly printed; nor any enclosure sealed or in any way closed against inspection. If this rule be infringed, the entire packet is charged as a letter.

A book-packet may be posted either without a cover (in which case it must not be fastened, whether by means of gum, wafer, sealing wax, postage stamp, or otherwise) or in a cover entirely open at both ends, so as to admit of the contents being easily withdrawn for examination; otherwise it is treated as a letter. For the greater security of the contents, however, it may be tied at the ends with string; Postmasters being authorised to cut the string in such cases, although if they do so they must again tie up the packet.

No book-packet may be above 5 lbs. in weight, nor above 24 inches in length, 12 inches in width, or 12 inches in depth, unless it be sent to or from one of the Government offices.

When, owing to a great and unusual influx of letters, books, &c., the transmission or delivery of the letters would be delayed if the whole mail were dealt with without distinction, book-packets may be kept back till the next despatch or delivery.

PATTERNS.

They must not be of intrinsic value. This rule excludes all articles of a saleable nature, and indeed whatever may have a value of its own, apart from its mere use as a pattern; and the quantity of any material sent ostensibly as a pattern must not be so great that it can fairly be considered as having on this ground an intrinsic value.

Pattern and Sample Post to colonies and foreign countries is restricted to bona fide trade patterns or samples of merchandise. Goods sent for sale, or in execution of an order (however small the quantity may be), or any articles sent by one private individual to another, which are not actual patterns or samples, are not admissible.

Patterns or samples, when practicable, must be sent in covers open at the ends, and in such a manner as to be easy of examination. Samples of seeds, drugs, and such like articles, which cannot be sent in covers of this kind, but such articles only, may be posted enclosed in boxes, or bags of linen or other material, fastened in such a manner that they may be readily opened; or, in the case of seeds &c., in bags entirely closed, provided such closed bags are transparent, so as to enable the Officers of the Post Office readily to satisfy themselves as to the nature of the contents.

There must be no writing or printing upon or in any packet except the address of the person for whom it is intended, the address of the sender, a trade mark or number, and the price of the articles.

The rule which forbids the transmission through the Post of any article likely to injure the contents of the Mail Bags or Boxes, or the person of any Officer of the Post Office is, of course, applicable to the Pattern Post; and a packet containing anything of the kind will be stopped, and not sent to its destination. Articles such as the following have been occasionally posted as Patterns, and have been detained as unfit for the Post, viz.: Metal boxes, porcelain and China, fruit, vegetables, bunches

of flowers, cuttings of plants, spurs, knives, scissors, needles, pins, pieces of machinery, sharp pointed instruments, samples of metals, samples of ore, samples in glass bottles, pieces of glass, acids of various kinds, curry combs, copper and steel engraving plates, and confectionery of all kinds.

Such articles as scissors, knives, razors, forks, steel pens, nails, keys, watch machinery, metal tubing, pieces of metal or ore, provided that they be packed and guarded in so secure a manner as to afford complete protection to the contents of the mail bags and to the Officers of the Post Office, while at the same time they may be easily examined, may be sent as samples. Indigo cannot be sent to any place.

To provide the greatest possible facilities for posting Correspondence for Europe, &c., up to the latest moment before the departure of the French Packets, arrangements have been made for receiving at the Post Office late letters—except those to and through Australia—from 11.10 A.M. to 11.30 A.M. Each letter must bear a late fee of 18 cents extra postage.

A similar supplementary Mail is made up for Shanghai by the English and French Contract Steamers, the late letters being received from 10 minutes after, up to half an hour after the time of closing. The late fee is also 18 cents.

Miscellaneous Notices.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless the delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business. (See Postal Guide, par. 103.)

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China and Japan, may deliver them to the Post Office unstamped, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the British Post Offices in China or Japan, as well as to Macao, Peking, Singapore, Penang, and Malacca. They must not exceed the following dimensions: 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include Registration. The parcels may be wholly closed if they bear this special endorsement, PARCEL, CONTAINING NO LETTER, but any parcel may be opened by direction of the Postmaster General.

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (as bandboxes, &c.); Glass, Liquids, Explosive substances, Matches, Indigo, Dyestuffs, Iodine, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the opportunity for transmission, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of Registration will secure the sender against any but a very remote probability of loss.

4. The public are cautioned not to confound these facilities with a Parcel Post to Europe, &c., which does not exist.

Mails exchanged with Manila and Saigon.

The Philippine Islands being now admitted into the General Postal Union, it follows that all paid correspondence received from Manila in the mails will be delivered free by this Office, and that all paid correspondence sent to Manila in the mails should be delivered free there.

Article IX of the Postal Treaty of Berne provides that "Neither the senders nor the addressees of letters and other postal packets shall be called upon to pay, either in the Country of Origin, or in that of Destination, any tax or duty other than the recognised rates levied (in the case of paid correspondence) by the despatching Office. It is hoped that any extra charge, or apparently extra charge, will at once be brought to the notice of the proper authorities, in either Colony.

The above does not apply in any loose letters sent outside the mails. These will always be charged on arrival in Hongkong and probably the Manila Office will adopt the same course.

Complaints are sometimes received of extra charges on correspondence exchanged between this Colony and Saigon, but it is believed it would be found in all cases that the letters, &c., had been sent loose.

Any Foreign stamps on loose correspondence are obliterated in this Office.

Indian Correspondence.

Unpaid Letters are not received for the Indian Mail Packets.

The Pre-payment of correspondence for the Straits, India, Ceylon, and Aden is compulsory by whatever opportunity it is forwarded.

Registration to Bangkok.

Her Britannic Majesty's Consul General for Siam has been good enough to make arrangements by means of which correspondence can be Registered to Bangkok, at the usual charge of 8 cents.

Soldiers' and Sailors' Letters.

Privates in H. M. Army or Navy, Non-commissioned Officers, Army Schoolmasters (not superintending or First Class) or Schoolmistresses may send half-ounce letters to the United Kingdom via Southampton

\* But not Warrant Officers, viz., Assistant Engineer, Gunner, Boatswain, or Carpenter.

by British Packet, for one penny; or via Brindisi by British Packet for three-pence. Hongkong stamps will pay this class of correspondence exactly the same as Imperial Stamps.

Soldiers' and Sailors' letters are, however, charged as ordinary letters if they do not conform to the following regulations:—

1. Not to exceed half an ounce. No double letters are allowed.

2. If from a Soldier or Sailor, his class or description must be stated in full on the letter, and the commanding Officer must sign his name, with name of Regiment, or Ship, &c., in full.

3. If to a Soldier or Sailor, his class or description must be stated in full, with name of Regiment, or Ship, &c., in full.

Mails for the United Kingdom, &c. by French Packet.

Under instructions from the London Post Office, the Mails for the United Kingdom which have hitherto been forwarded via Marseilles, will henceforth be forwarded via Naples, as it is understood that a gain of twelve hours results from the adoption of this route.

As it would be extremely inconvenient to divide the mail, and no practical advantage would result from doing so, all correspondence intended for the United Kingdom by French Packet will be sent via Naples, even though marked via Marseilles.

An impression appears to prevail that correspondence for the Mediterranean stations, Gibraltar, Malta, Cyprus, the Levant, Turkey, &c., can be forwarded only by British Packet. It can be forwarded also by French Packet, and if so forwarded generally arrives a week earlier than if it had been detained for the British Mail.

The Post Office is not, by law, responsible for any loss or inconvenience which may arise from the non-delivery, mis-sending, or mis-delivery of any letter, book, or other postal packet (even if the packet be registered), nor is the Post Office responsible for any injury which a packet may sustain during its transmission.

To guard against such injury all postal packets which are likely to suffer from stamping or from great pressure should be placed in strong covers; and even with this precaution no fragile article should be sent through the Post. It should be remembered that every packet has to be handled several times; that it is exposed to considerable pressure and friction in the mail bag; and that, whenever the bag has in the course of its transmission to be transferred by means of the railway apparatus, the risk of injury is much increased.

No information can be given respecting letters which pass through a Post Office except to the persons to whom they are addressed; and in no other way is official information of a private character allowed to be made public. A Postmaster may, however, give an address if he has no reason to believe that the person whose address it is would disapprove of his doing so.

Postmasters are not allowed to return any letter or other packet to the writer or sender, or to any one else, or to delay forwarding it to its destination according to the address, even though a request to such effect be written thereon.

Postmasters are not bound to give change, nor are they authorised to demand change; and when money is paid at a Post Office, whether as change or otherwise, no question as to its right amount, goodness, or weight can be entertained after it has been removed from the counter.

Postmasters are not bound to weigh any letters or other packets for the public, but they may do so if their duty be not thereby impeded.

The practice of sealing letters passing to and from the East and West Indies, and other countries with hot climates, with wax (except such as is specially prepared), is attended with much inconvenience, and frequently with serious injury, not only to the letters so sealed but to the other letters in the mail, from the melting of the wax and adhesion of the letters to each other. The public are therefore recommended, in all such cases, to use either wafers or gum, and to advise their correspondents in the countries referred to, to do the same.

The registration of a packet makes its transmission much more secure, inasmuch as, under ordinary circumstances, a registered packet can be traced through its whole course; and thus the loss of a registered packet is a very rare occurrence. Nevertheless large sums of money or other articles of great value should not be sent through the post, even if the packet be registered; as the machinery of the Department is not arranged with a view to such transmission. By law, the Post Office is not responsible for the safe delivery of registered packets; though any officer who may neglect his duty on this point will be called to strict account. Sent in unregistered letters, valuable articles are exposed to risk, and offer a temptation which ought not to be created; and the Department cannot in any way undertake the safe conveyance of such packets. All inland or colonial letters, therefore, which contain coin, and all inland letters which contain watches or jewellery, even though they be posted without registration, are treated as registered, and charged on delivery with a double registration fee of eightpence in addition to the ordinary postage; and any such letters which cannot be registered in time to be forwarded by the Mail for which they are posted are detained for the next despatch. Even if the letter do not contain any article of intrinsic value, it should, if it be very important, be registered.

Most countries to which Hongkong forwards Correspondence having joined the General Postal Union or being probably about to do so, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or unregistered, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—

Books and Papers—to British Office, 6 lbs.; to the Continent, &c., 4 lbs. Patterns—to British Office, 6 lbs.; if without intrinsic value; to the Continent, &c., 8 oz.

PARCELS.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment is caused by persistent attempts to send small valuable trifles through the Post. Fans, Curios, Articles of Dress Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels, the value of Stamps obliterated before the nature of the contents was discovered.

PATTERNS.—Some difficulty is experienced in obtaining a general understanding of what is a Pattern. It is a bona fide sample of goods which the sender has for sale, or of goods which he wishes to order. It is to consist of the smallest possible quantity compatible with showing what the goods are, and must have no intrinsic value.

To provide means of remitting small sums of money to or from this Colony and between the Ports of China and Japan, the Postmasters and Agents of this Office will in future be allowed (but not required) to purchase Hongkong Postage Stamps from foreign residents.

Between Hongkong and Shanghai, or Hongkong and Yokohama, however, in either direction, Money-Orders must be used.

The Stamps tendered for sale must not exceed \$50 in value, must be perfectly clean, in good condition, and in strips of at least two, as no separate Stamps will be purchased. They must be presented personally or accompanied by a note.

The Postmaster or Agent may postpone purchasing if his public funds in hand are not sufficient, and he will refuse to purchase in any case which appears doubtful or suspicious. He is allowed to charge a Commission of one per cent on all Stamps purchased.

Indemnity for the Loss of a Registered Letter.

The following Regulations as to the Indemnity to be paid in certain cases on the loss of Registered correspondence have been made by His Excellency the Governor under Ordinance No. 18 of 1876, Section XII.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but, inasmuch as it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration require.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such application unless it also is lost.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1.—Money Orders on the United Kingdom and the Straits Settlements are issued at Hongkong, Shanghai and Yokohama. Shanghai and Yokohama also issue on Hongkong and vice versa.

2.—Small sums may be remitted between the other Ports by means of Postage Stamps.

3.—Many Money Orders are supplied to residents at the smaller Ports in this way. An application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheque, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it on in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departure of the mails.

4.—No order must exceed £10, or include any fraction of a penny. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.  
Up to £2..... 18 cents.  
" £5..... 36 " "  
" £7..... 54 " "  
" £10..... 72 "

Local Money Orders (including Straits Settlements).  
Up to \$25..... 15 cents.  
" 50..... 30 " "

5.—Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong, Shanghai, and Yokohama.

6.—Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7.—No order can be paid till the Payee have signed it in the proper place. An order can be transferred to another office on payment of an additional commission. In case of loss of an order, necessity for stopping payment, or the like, application should be made to the nearest Money Order Office for instructions.

8.—If the order is not presented within six months an additional commission will be charged; if not within twelve months, the money will be forfeited. When the order is once paid no further claim can be entertained.

9.—No order can be paid until the advice relative to it has been received.

\* Made out on a printed form which is supplied gratis.

† Local Orders on Shanghai are drawn at 2 per cent premium in all cases. A fixed dollar rate for drawing on the United Kingdom is in force at Shanghai.

## POST OFFICE NOTICE.

## Unclaimed Correspondence.

October 10, 1879.

Let. Pap.	Let. Pap.
Allott, James	1 Massey, Mr.
Andrews, J.	1 McCarty, Dr.
Arden, H. M.	1 McDonald, D. N.
Atack, Myron	1 regd. Moran, B.
Ayoon	1 regd. Morton & Co.
Azavedo, Joao	1 Messrs.
R. de	1 Murphy, P.
Baller, Mrs.	3 Nicolas, Sr. Diego
Barker, G.	1 O'Brien, Timothy
Beaton, J.	2 Ormiston
Beckelhurst,	1 Mrs. J. R.
Septimus	1 Palmer, Dolores
Botta, Monsr.	1 Percy, Wm. Jas.
Bourbon, Chas.	1 card Petussi, C. N.
Boyle, E. R.	1 Platero, Sr. Juan
Brithwaite, Capt.	1 Poyed, Morteld
Bratsberg, Olaf	2 Quon-Yee-Gee
Brimlow, John	1 regd. Quong-Wong
Brown, J. J.	1 Guon
Brown, John J.	1 Raouet, Monsr. J.
Butler, S. E.	1 Rees, Mr.
Ching (Seaman)	1 Rizzo, Sigr. G.
Colby, Mrs.	1 Roza, Filomena
Conley, Charles	1 Sam Yik
Cook, Capt. A. B.	1 Sander, Edward
Coulson, A. C. M.	1 Scott, B. C. Geo



## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to the Novelty Iron Works.
  3. From Novelty Iron Works to the Harbour Master's Office.
  4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to the Pier.
  8. From Pier to East Point.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Ajax	5 c	Seale	Brit. str.	1524	Oct. 11	Butterfield & Swire	London, &c.	16th, 3 p.m.
Arratoon Apar	5 b	Macintosh	Brit. str.	1302	Oct. 2	David Sassoon, Sons & Co.	Spore, Calcutta, &c.	K'loon Dock
Atholl	2 b	Thomson	Brit. str.	923	Sept. 10	Geo. R. Stevens & Co.	Swatow	
Bombay	5 c	Alderton	Brit. str.	1036	Oct. 8	P. & O. S. N. Co.	Yokohama	Mails
China	5 c	Largie	Brit. str.	1286	Oct. 4	Adamson, Bell & Co.	Coast Ports	15th, daylight
Cypriotes	5 b	Young	Brit. str.	864	Oct. 11	Douglas Lapraik & Co.	Y'ham & S. F'isco	Tug Plying
Douglas	5 b	Stopani	Brit. str.	117	Sept. 24	O. & S. S. Co.	Shanghai, &c.	22nd inst.
Fame	5 c	Kidley	Brit. str.	1712	Sept. 24	O. & S. S. Co.	Yokohama & Higo	To-day
Gaelic	5 c	Rebikoff	Russ. str.	481	Oct. 8	Siemssen & Co.	Spore, Calcutta, &c.	16th, 3 p.m.
Grand Duc Constantine	4 c	Bergh	Norw. str.	907	Oct. 8	Siemssen & Co.	Australian Ports	K'loon Dock
Hakon Adolsten	4 c	Lee	Brit. str.	1506	Oct. 7	P. & O. S. N. Co.	Bangkok	13th inst.
Khiva	5 c	Lea	Brit. str.	1568	Oct. 8	Jardine, Matheson & Co.	Swatow	
Lord of the Isles	4 c	Butcher	Brit. str.	1427	Oct. 31	Wielor & Co.	New York	
Mora	a d	Love	Brit. str.	606	May 31	Kwok Acheong	Manila	
Norna	a d	Webber	Brit. str.	971	Oct. 4	Geo. R. Stevens & Co.	San Francisco	Cos'tan Dock
Ocean	4 c	Hyde	Brit. str.	643	Oct. 3	Melchers & Co.	San Francisco	
Pernambuco	4 c	Hopkins	Brit. str.	933	Oct. 3	Yuen Fat Hong	Swatow	
Rajanathannar	3 b	Haydon	Amor. str.	48	Mar. 24	China Traders Insurance Co.	Swatow	
Sea Gull	2 b	McDougall	Brit. str.	286	Oct. 11	Kwok Acheong	Swatow	
Yotung	2 b	McDougall	Brit. str.	286	Oct. 11	Kwok Acheong	Swatow	
<b>Sailing Vessels</b>								
Adelaide Norris	4 c	Woodward	Amer. bqe.	719	Aug. 11	Vogel & Co.	New York	
Adolph	4 c	Horn	Ger. bqe.	867	Sept. 18	Wielor & Co.	Manila	
Alexander Yeats	3 c	Dunham	Canad. sh.	1598	Sept. 8	Russell & Co.	San Francisco	
Alva	3 c	Souza	Port. sh.	632	Aug. 31	Brandao & Co.	San Francisco	
Antioch	3 c	Weeks	Amer. bqe.	646	Aug. 7	Vogel & Co.	San Francisco	
B. von Heudenburg	5 c	Blanken	Dutch bqe.	602	Sept. 30	Siemssen & Co.	Swatow	
Beethoven	4 k	Heje	Ger. bqe.	340	Oct. 7	Melchers & Co.	Swatow	
Belle of Oregon	7 c	Merriman	Amer. bqe.	1168	Oct. 6	Wielor & Co.	Swatow	
Centaur	4 k	Oferman	Ger. bqe.	468	Oct. 21	Wielor & Co.	Swatow	
Chateaubriand	4 k	Leroy	Fch. bqe.	337	Sept. 21	Carlowitz & Co.	Swatow	
Chicola	4 k	Kennett	Brit. bqe.	284	July 21	Adamson, Bell & Co.	Swatow	
Christian	5 k	Kosow	Ger. sch.	250	Oct. 4	Wielor & Co.	Swatow	
Ebenezer	4 c	Miller	Brit. 3m. sc.	319	Aug. 24	Melchers & Co.	Swatow	
Excelsior	8 c	Eddy	Amer. bqe.	593	Aug. 24	Russell & Co.	Swatow	
Fabius	2 c	Reeves	Siam. sh.	650	Sept. 26	Kin Tye Loong	Bangkok	
Fetich	4 k	Bolp	Ger. bqe.	447	Sept. 26	Edvard Schellhaas & Co.	New York	
Fred. P. Litchfield	4 k	Spalding	Amer. bqe.	1083	July 11	Russell & Co.	New York	
Gesine Brons	4 k	Trimbach	Ger. bqe.	402	Oct. 3	Wielor & Co.	New York	
Glamorganshire	4 k	Angear	Brit. bqe.	467	Sept. 22	Siemssen & Co.	Holbo	
Gustav	4 k	Raben	Ger. bqe.	656	Sept. 22	Siemssen & Co.	Holbo	
H. Upmann	5 c	Weber	Ger. bqe.	426	Oct. 2	Edvard Schellhaas & Co.	Holbo	
Hans	3 k	Moult	Ger. bqe.	310	Sept. 11	Vogel & Co.	Holbo	
Harrington	4 c	Porter	Brit. bqe.	572	Oct. 6	Arnhold, Karberg & Co.	Saigon	
Hermine	8 c	Longren	Swed. bqe.	289	Sept. 22	Jardine, Matheson & Co.	Saigon	
Highlander	4 k	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.	New York	
Homewood	2 k	Dingle	Brit. bqe.	1124	Sept. 28	P. & O. S. N. Co.	New York	
Hopewell	2 c	Longlois	Brit. bqe.	678	Oct. 6	Order	New York	
J. A. Borland	4 c	Kent	Amer. bqe.	670	July 26	Vogel & Co.	New York	
Johann Smidt	5 k	Bösche	Ger. bqe.	483	Sept. 24	Melchers & Co.	Bangkok	
Joseph Haydn	8 c	Rabbe	Ger. bqe.	802	Oct. 1	Melchers & Co.	London	
Kalaja	4 c	Rosa	Russ. bqe.	690	Aug. 18	Vogel & Co.	London	
Kim Yung Tye	2 c	Kofoed	Siam. bqe.	329	Oct. 2	Chinese	London	
Kirkland	4 k	Colledge	Brit. bqe.	453	Sept. 21	Wielor & Co.	London	
Lucky	2 c	Soderstrom	Siam. bqe.	424	Oct. 3	Chinese	Manila	
Mangerton	3 k	Thompson	Brit. bqe.	380	Sept. 26	Obness	Manila	
Paig	4 k	Frimage	Span. sch.	216	Sept. 16	Dunn, Melbye & Co.	Manila	
Peiho	3 k	Christiansen	Ger. bqe.	251	Oct. 10	Arnhold, Karberg & Co.	London	
Princess Saraphi	3 k	Munchan	Siam. bqe.	464	Sept. 22	Carlowitz & Co.	London	
Star of China	7 c	Blaker	Brit. sh.	794	Aug. 28	Douglas Lapraik & Co.	London	
Sumatra	3 k	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.	London	
Ta Hongkong	3 k	Butmann	Siam. sh.	635	Sept. 21	Chinese	London	
Tal Lee	4 k	Steir	Ger. bqe.	256	Oct. 2	Edvard Schellhaas & Co.	London	
Toowoomba	7 k	Kirkpatrick	Brit. bqe.	585	Aug. 25	Vogel & Co.	London	
Triton	4 k	Kallens	Ger. bqe.	658	Aug. 21	Vogel & Co.	Hamburg	
Twilight	4 k	Watland	Amer. sh.	1303	Sept. 14	Douglas Lapraik & Co.	Singapore	
Wm. H. Deitz	8 c	Endicott	Am. bktine.	487	Sept. 21	Russell & Co.	Singapore	
Young Siam	8 c	Benedictin	Siam. sh.	701	Sept. 6	Order	Singapore	
<b>WHAMPOA</b>								
Charité		Gautier	Fch. bqe.	255	Oct. 11	Carlowitz & Co.	London	
Lota		Dudfield	Brit. bqe.	472	Oct. 6	Arnhold, Karberg & Co.	London	
Rosebud		Collie	Brit. 3m. sc.	340	Sept. 26	Thomas & Mercer	London	
<b>CANTON</b>								
Atalanta		Peterson	Ger. str.	782	Oct. 6	Meyer & Co.	Holbo	
Chinkiang		Orr	Brit. str.	799	Oct. 9	Siemssen & Co.	Shanghai	
Hae-shin		Gibbons	Chi. str.	864	Oct. 9	C. M. S. N. Co.	Holbo	
Hochung		Peterson	Chi. str.	849	Oct. 6	C. M. S. N. Co.	Honolulu	14th inst.

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Egeria	6 c	British	steam sloop	794	4	120	Sept. 30	A. L. Douglas
Frolic	7 h	British	gun vessel	592	4	100	Sept. 23	Stuart H. Rickman
Li Tai	C. D.	Annamese	man-of-war	2060	...	...	June 10	Yuen
Meanees	6 k	British	military hospital	2691	...	...	...	...
Midge	7 h	British	gunboat	465	4	120	Sept. 30	H. Salmon
Sheldrake	6 h	British	gunboat	465	4	60	Sept. 5	Li Com. M. L. Bridges
Sun-kee	Jar. St.	Chinese	gunboat	180	5	60	June 23	J. H. Wade
Vencedora	K. D.	Spanish	man-of-war	...	...	...	Aug. 5	Francisco Alarazo
Victor Emanuel	5 k	British	Commodore's flag-ship	3087	20	...	...	Commodore Smith

## HONGKONG, MACAO AND CANTON RIVER STEAMERS.

Name.	Tons.	Captain.	Owners.
Ichang	700	Ogston	Butterfield and Swire
Kin Shan	457	Cary	H. C. & M. S.-boat Co.
Kin Kiang	617	Boylard	H. C. & M. S.-boat Co.
Powan	1890	Benning, A.	H. C. & M. S.-boat Co.
Sir J. Seejeebhoy	184	...	Kwok Acheong
Spark	140	...	H. C. & M. S.-boat Co.
Tung Ting	314	Degen	C. M. S. N. Co.
White Cloud	280	Lefavour	H. C. & M. S.-boat Co.
Yotsai	160	Browne	Kwok Acheong

## CHINESE GUN-VESSELS IN CANTON WATERS, &amp;c.

Name.	Tons.	Guns.	H. P.	Commander.
An-lan	221	7	70	J. Godall
Chen-jul	80	3	20	A. Walker
Chen-to	221	7	70	Stewart
Ching-on	120	2	40	Chinese Admiral
Ching-po	180	6	60	...
Chun-tung	150	2	40	Chun Ti Hu
Li-sha	80	4	20	Read
Pang-chou-hai	600	4	120	C. H. Palmer
Quang-on	120	4	40	Li Ping Tye
Shen-chi	180	5	60	J. H. Wade
Sui-tung	160	4	60	J. B. Murray
Tsing-tung	180	6	60	Bessard
Tsing-po	100	8	40	Ching

## FOOCHOW SHIPPING IN PORT. Oct. 4, 1879.

Europe	for Shanghai
Iris	for Fremantle
Johanna Kremer	German schooner
Mikado	for Colonies
N. N.	for Newchwang
Norman Court	for London
Sir Lancelot	for London
White Adder	for London
Lapwing	for W. M. gunboat

## SHIPPING IN SHANGHAI HARBOUR. Oct. 4, 1879.

Europe	for London, &c.
*Ajax	for London, &c.
*Appl	for London, &c.
*Chinkiang	for London, &c.
*Chin-tung	for London, &c.
*Fuyew	for London, &c.
*Glasgow	for London, &c.
*Guy Mansing	for London, &c.

## MERCHANT STEAMERS.

Gwalior	British
Hae-an	Chinese
Hae-san	Chinese
Hae-tung	Chinese
H. C. Orsted	Danish
Hanyang	British
Hiroshima Maru	Japanese
*Khai	Chinese
Kiang-ching	Chinese
Kiang-tung	Chinese
Kiang-yuen	Chinese
Orissa	British
Paokong	British
Pautah	Chinese
Pekin	Chinese
Soindia	British
Shanghai	British
Swatow	Chinese
Tahyew	Chinese
Tientsin	British
Tigre	French

## MERCHANT STEAMERS.

Yangtze	British
Yeh-an	Chinese
Yung-ching	Chinese
Bendultha	American barque
Blankene	for Amoy
Foochow	Siamese barque
H. Printzenberg	for Newchwang
Johann Heinrich	German schooner
John R. Worcester	British ship
Julia A. Brown	American schooner
Kimsoonest	Siamese brig
Lucy	for Chefoo
Lulu	British schooner
Martha Brockelmann	German barque
Pelham	British brig
Serapis	for New York
Slam	Siamese barque
Thurmond Castle	British ship
Veteran	French barque

\* Since left port, or arrived at Hongkong.

## HONGKONG MARKET PRICES.

Corrected to Saturday, October 11th, 1879.

At 1100 Cash per Dollar Mexican.

Butcher Meat.	Price.	Chinese Names.
Bacon, English, . lb.	400 350	來路烟猪肉
" Ame. Sugar cured, . "	250 220	花旗烟猪肉
" Foochow, . "	200 180	福州烟猪肉
Beef, sirloin and prime cut, cy.	170 160	尾龍扒
Beef Corned, . catty	140 130	鹹牛肉
" Roast, . "	150 140	燒牛肉
" Soup, . "	90 80	湯肉
" Steak, . "	150 140	牛肉耙
Bullocks' Brains, . per set	50 40	牛腦
" Tongue, fresh, each	300 270	牛脚
" Head, . "	300 270	鹹牛脚
" Heart, . "	130 120	牛心
" Hump, Salt, . catty	130 120	牛肩
" Feet, . each	50 45	牛腰
" Kidneys, . "	60 50	牛尾
" Tail, . "	100 90	牛肝
" Liver, . catty	80 70	牛肝
" Tripe (undressed), catty	55 45	牛肚
Calves' Head and Feet, set	600 500	牛仔頭脚
Hams, American, . lb.	320 300	花旗火腿
" Chinese, . "	230 210	金華火腿
" English, . "	350 300	來路火腿
Mutton Chop, . "	180 160	羊牌骨
" Leg, . "	180 160	羊腿
" Shoulder, . "	140 120	羊手
Pigs' Chittlings, . catty	70 60	猪脚
" Feet, . "	100 90	猪脚
" Fry, . "	110 100	猪雜
" Head, . "	90 80	猪頭
" Heart, . each	60 50	猪心
" Kidney, . "	100 90	猪腰
" Liver, . lb.	120 110	猪肝
Pork, Chop, . catty	160 150	猪牌骨
" Corned, . "	150 140	鹹猪肉
" Leg, . "	160 150	猪脚
" Fat or Lard, . "	110 100	猪油
Sheeps' Head and Feet, set	450 400	羊頭脚
" Heart, . each	50 40	羊心
" Kidneys, . "	70 60	羊腰
" Liver, . lb.	140 130	羊肝
Sucking Pigs, . each	\$2. \$1.25	猪仔
Suet, Beef, . lb.	120 110	生牛油
" Mutton, . "	110 100	生羊油
Sweet Bread, . catty	130 120	牛核肉
Veal, . "	140 130	牛仔肉
<b>Poultry.</b>		
Capons, . catty	250 200	雞
Doves, . each	110 100	班鳩
Ducks, . catty	120 110	鴨
Eggs, Hen, . doz.	100 90	鴨蛋
Fowls, . catty	170 160	雞
Geese, . "	120 110	鵝
Partridges, . each	300 —	鵪鶉
Rice Birds, . doz.	300 250	禾花雀
Pigeons, . each	140 130	白鴿